

ASRS Database Report Set

Inflight Weather Encounters

Report Set Description.....A sampling of reports from both air carrier flight crews and GA pilots referencing encounters with severe or unforecast weather.

Update Number5.0

Date of UpdateJuly 27, 2000

Number of Records in Report Set50

Number of New Records in Report Set.....50

Type of Records in Report SetFor each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data
SUBJECT: Data Derived from ASRS Reports

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de-identified.

The National Aeronautics and Space Administration and its ASRS contractor, Battelle Memorial Institute, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences. We have no way of knowing which.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, distort ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area "A" than area "B" simply because the airmen who operate in area "A" are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

Only one thing can be known for sure from ASRS statistics—they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 300 reports of track deviations in 1993 (this number is purely hypothetical), then it can be known with certainty that at least 300 such events have occurred in 1993.

Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. Using report narratives effectively requires an extra measure of study, the knowledge derived is well worth the added effort.

For text on the strengths and limitations of incident data, the process of using incidents for human factors evaluations, statistical analysis methods and other sources of incident data, see:

Chappell, S.L. (1994). Using voluntary incident reports for human factors evaluations. In N. Johnston, N. McDonald & R. Fuller (Eds.), *Aviation Psychology in Practice*. Aldershot, England: Ashgate.

Time

Date : 199903

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LERT.Airport

State Reference : FO

Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LERT.Tower

Make Model : DC-8 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 15000

Experience.Flight Time.Last 90 Days : 140

Experience.Flight Time.Type : 7000

ASRS Report : 433656

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 14000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 10000

ASRS Report : 432120

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Airspace Violation : Entry

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Independent Detector.ATC Equipment.Other ATC Equipment : RADAR

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 982

Independent Detector.Other.Flight CrewB : PIC ASKED FOR TAPES

Supplementary

Problem Areas : Airport

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Navigational Facility

Problem Areas : Weather

Narrative :

WE WERE CLRED FOR R TURN TO VJF VOR PASSING 1500 FT. AS WE WERE CLRED FOR TKOF, WE WERE ADVISED THERE WAS A TSTM AT THE END OF RWY 10. WE LOOKED AT IT ON RADAR AND ADVISED WE WOULD NEED A TURN TO R OR L, HIS CHOICE. WE STARTED THE ROLL, AND HE ADVISED TO HOLD POS. WE ADVISED HIM WE WERE ROLLING AND THEN WE ABORTED THE TKOF AND ADVISED THE TWR. WE THEN WERE CLRED BACK TO THE RWY ON THE PARALLEL TXWY. THIS IS WHEN WE GOT THE SECOND CLRNC TO TURN R TO VJR VOR PASSING 1500 FT. WE THEN STARTED THE TKOF AGAIN. THE TSTM CELL WAS SHOWING RED ON OUR RADAR, SO AT APPROX 1000 FT WE STARTED A R TURN TO AVOID THE CELL. WE WERE APPROX 1800 FT WHEN WE ROLLED OUT ON THE HDG TO VJF VOR. WE WERE ADVISED BY THE TWR THAT WE HAD VIOLATED SPANISH HELI AIRSPACE. THERE SEEMED TO BE SOME CONFUSION IN THE TWR ALL DURING THIS OP, POSSIBLY SOME TRAINING TAKING PLACE, BUT WE CONSIDERED THIS A SAFETY OF FLT ISSUE. SUPPLEMENTAL INFO FROM ACN 432120: MANY CLARIFICATIONS HAD TO BE REQUESTED TO GET A SID THAT DID NOT REQUIRE A TACAN. I HAVE REQUESTED THE AUDIO TAPES OF THE ENTIRE EVENT BE SAVED BY ROTA NAS TWR.

Synopsis :

A DEPARTING DC8 FREIGHTER TURNS BEFORE HE REACHES 1500 FT AS PER CLRNC FROM LERT MIL FACILITY TWR, FO.

Time

Date : 199904

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.MSL.Bound Lower : 5000

Altitude.MSL.Bound Upper : 6000

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : Fokker 100

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 433755

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Other : Declared Fuel Emergency

Supplementary

Problem Areas : Company

Problem Areas : Weather

Narrative :

FUEL EMER. FLT PLAN TO DFW INCLUDED NO ALTERNATE AND MINIMAL HOLD FUEL. FORECAST WAS OR 25000 FT SCATTERED WITH NO MENTION OF TSTMS. AS WE APCHED THE DFW AREA, A LINE OF LEVEL 3 TSTMS DEVELOPED ACROSS THE FINAL APCH FOR RWY 35/36 AND EXTENDED E ACROSS DALLAS. WE WERE VECTORED TO A VISUAL APCH RWY 35C BEHIND AN ACR SAAB. THE SAAB DID NOT CLR THE RWY AND WE WERE SENT AROUND. INITIAL GAR INSTRUCTIONS WERE 015 DEG HDG AND 3000 FT. APCH CTL TURNED US E AND GAVE US 5000 FT THEN LATER 6000 FT. WE DECLARED MINIMUM FUEL BUT THE TSTMS AND TFC VOLUME MADE EXPEDITIOUS HANDLING IMPOSSIBLE. WITH LESS THAN 4000 LBS REMAINING AND BEING VECTORED AWAY AND HIGHER, WE DECLARED EMER FUEL. APCH CTL RESPONDED WITH IMMEDIATE VECTORS TO RWY 31R. WE LANDED WITHOUT FURTHER INCIDENT WITH 3500 LBS REMAINING. WE THINK WE COMPLIED WITH ALL CLRNCS BUT IN THE CONFUSION MAY HAVE MISSED SOMETHING. FO DID AN OUTSTANDING JOB AS DID DFW APCH.

Synopsis :

FK10 CAPT DECLARED A FUEL EMER WHEN WX AND ATC HANDLING USED HIS RESERVE FUEL.

ACN: 435728

Time

Date : 199904

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : FWA.Airport

State Reference : IN

Aircraft / 1

Controlling Facilities.Tower : FWA.Tower

Make Model : ATR 42

Person / 1

Function.Oversight : Flight Attendant In Charge

ASRS Report : 435728

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Cabin Crew Human Performance

Problem Areas : Weather

Narrative :

WE WERE FLYING EASTWARD INTO WX. THE CAPT HAD ADVISED ME OF TURB AND TOLD ME TO REMAIN SEATED DURING THE FLT AND NOT TO DO BEVERAGE SVC DUE TO CONCERNS ABOUT MY SAFETY. THE LAST 30 MINS OF FLT WERE CONSTANTLY CHOPPY/TURBULENT. WHEN THE CAPT GAVE 'PREPARE FOR LNDG PA,' I MADE MY LNDG PA, BUT DUE TO TURB, I WAS BOTH UNABLE AND FRIGHTENED BY TURB TO LEAVE MY JUMP SEAT TO WALK THROUGH THE CABIN FOR A COMPLIANCE CHK, FOR FEAR OF BEING INJURED.

Synopsis :

FLT ATTENDANT RPT ATR42 ORD-FWA, UNABLE TO DO LNDG SAFETY CHK DUE TO TURB.

Time

Date : 199905

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : OGB.Airport

State Reference : SC

Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.TRACON : CAE.TRACON

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3500

Experience.Flight Time.Last 90 Days : 4

Experience.Flight Time.Type : 150

ASRS Report : 435785

Person / 2

Function.Controller : Approach

Events

Anomaly.Airspace Violation : Entry

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ON FLT FROM LONDON, KY, TO ORANGEBERG, SC, GOT WX BRIEFING AT LONDON, KY. FORECAST WAS FOR VFR CONDITIONS, TO SE SIDE OF MOUNTAINS, WITH LOWERING CEILINGS. THE LOW OVER NORTH AND SOUTH CAROLINA WAS MOVING E AND FORECAST TO BE GONE BY THE TIME OF MY ARR -- APPROX 2 HRS. THE CLOUD LAYER WAS THERE WHEN I ARRIVED. I DSNDED TO 5500 FT, CLR OF CLOUDS, AND CONTINUED. BY THE TIME I WAS WITHIN 30 MI OF DEST I WAS DOWN TO 1500 FT AGL TO STAY VFR. WIND AT THAT ALT MUST HAVE BEEN 50 MPH OUT OF ENE. WHILE AVOIDING CLOUDS TO STAY VFR, I WAS BEING BLOWN OFF COURSE. DURING THIS STRUGGLE WITH COURSE CORRECTION, WIND AND CLOUD AVOIDANCE, I SAW THAT I WAS FLYING OVER NORTH AIR FORCE AUX ARPT AT 1000 FT AGL IN LIGHT RAIN. THAT'S WHY I'M WRITING THIS RPT. I SAW NO ACTIVITY BELOW. I HAD AND WAS IN CURRENT CONTACT WITH COLUMBIA APCH, SQUAWKING AN ASSIGNED CODE.

Synopsis :

INST RATED GA PLT OF SMA ENCOUNTERS UNANTICIPATED WX.

Time

Date : 199905

Day : Wed

Local Time Of Day : 0601 To 1200

Place

State Reference : LA

Altitude.MSL.Bound Lower : 18000

Altitude.MSL.Bound Upper : 19000

Environment

Flight Conditions : VMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 6000

ASRS Report : 436939

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolutory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Weather

Narrative :

ON CLBOUT OUT OF MSY WHILE DEVIATING AROUND TSTMS, WE WERE INITIALLY CLRED TO FL230. THE CLRNC WAS CHANGED TO FL180, THEN FL190. THE CTLR ASKED US TO FLY A 050 DEGS FOR TKOF AND WX WHICH WE DID FOR A SHORT TIME. BECAUSE OF WX ON THAT HEADING, WE NEEDED AND ASKED FOR A 030 DEG HDG ESTABLISHED ON THAT HEADING, WE HEARD ANOTHER FLT ON THE FREQ. THE CTLR CALLED THAT TFC OUT TO US AT 10-11 O'CLOCK POS AT FL190. WE REPEATED WE WERE LEVEL AT FL190. THE CTLR CAME BACK WITH IMMEDIATE INSTRUCTIONS TO FLY HDG 070 DEGS AND DSND TO FL180. WE COMPLIED WITH THOSE INSTRUCTIONS. WE NEVER SAW THE TFC, EITHER VISUALLY OR ON TCASII. WE DID NOT TAKE EVASIVE ACTION ONLY FOLLOWED THE CTLR'S INSTRUCTIONS.

Synopsis :

A DC9-50 FLC WAS GIVEN AN IMMEDIATE DSCNT AND HEADING TO AVOID CONFLICTING TFC NEAR MSY. SEPARATION WAS NEVER LOST.

Time

Date : 199905

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : N90.TRACON

State Reference : NY

Altitude.MSL.Bound Lower : 11000

Altitude.MSL.Bound Upper : 11000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON

Make Model : MD-80 Super 80

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 436980

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 437247

Events

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : FAR

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Emotional Trauma

Consequence.Other : Physical Injury

Supplementary

Problem Areas : Cabin Crew Human Performance

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WE WERE IN IMC CONDITIONS DURING DSCNT ON THE MINKS ONE ARR INTO LGA. THERE WERE CELLS PAINTING IN THE AREA BUT WE NAVED TO AVOID THEM. PASSING ABEAM SOMTO INTXN WE GOT ONE GOOD JOLT OF MODERATE TURB. THE SEAT BELT SIGN WAS ON AND ALL THE PAX WERE IN THEIR SEATS. LATER WE WERE TOLD THAT ONE OF OUR FLT ATTENDANTS HAD HIT HER HEAD ON AN OVERHEAD BIN. TO BE SAFE, WE CALLED FOR A PARAMEDIC TO MEET THE ACFT. AFTER OBSERVING HER SHE WAS RELEASED TO GO HOME AND SHE WORKED HER TRIP ON THE NEXT DAY.

Synopsis :

PLT RPT, S80, HOU-LGA, TURB ON APCH TO LGA, FLT ATTENDANT INJURED.

Time

Date : 199905

Day : Mon

Local Time Of Day : 1201 To 1800

Place

State Reference : CO

Altitude.MSL.Bound Lower : 7000

Altitude.MSL.Bound Upper : 9000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZDV.ARTCC

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1026

Experience.Flight Time.Last 90 Days : 39

Experience.Flight Time.Type : 316

ASRS Report : 437522

Person / 2

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Other Anomaly : Loss Of Aircraft Control

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

FLYING IFR IN IMC NEAR TXC AT 9000 FT MSL HDG APPROX 220 DEGS. ALT WAS ASSIGNED BY ATC. PICKED UP LIGHTNING ON STORMSCOPE AND REQUESTED DEV TO L TOWARDS SOME BREAKS IN THE CLOUDS. ENTERED MODERATE TURB AND SUBSTANTIAL DOWNDRAFTS. UNABLE TO MAINTAIN ASSIGNED ALT AND DSNDED TO 7000 FT. MINIMUM ENRTE ALT 7200 FT. I WAS TOLD BY ATC THAT I WOULD NEED TO CLB TO 10000 FT. I CLBED TO 8500 FT WITH DIFFICULTY BUT BROKE OUT TO VMC. I TOLD ATC THAT I COULD MAINTAIN VISUAL SEPARATION FROM THE GND. I WAS TOLD THAT I MUST CLB TO 10000 FT TO STAY IFR. BUT THIS WOULD PUT ME DEEP INTO BLACK STORM CLOUDS. I CANCELED IFR AND PROCEEDED IN MARGINAL VMC TO DEST. IF I WAS UNABLE TO MAINTAIN VMC IT WOULD HAVE BEEN NECESSARY TO CLB INTO THICKENING TSTM CLOUDS.

Synopsis :

CONVECTIVE WX ACTIVITY CAUSES SMA PLT TO CANCEL IFR AFTER HE OR SHE IS UNABLE TO MAINTAIN ASSIGNED ALT.

Time

Date : 199905

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : IAH.Airport

State Reference : TX

Altitude.MSL.Bound Lower : 5000

Altitude.MSL.Bound Upper : 5500

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.TRACON : I90.TRACON

Make Model : B727-100

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 2900

Experience.Flight Time.Type : 580

ASRS Report : 437524

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Departure

Events

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolutory Action.Flight Crew : Returned To Original Clearance

Resolutory Action.Controller : Issued Alert

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WHILE TAKING OFF FROM IAH A STRONG TSTM WAS APCHING FROM THE NW. WE WERE USING RWY 15 AND GIVEN AN IMMEDIATE R TURN TO 360 DEGS AND CLB TO 4000 FT. THE CAPT WAS FLYING. I WAS WORKING THE RADIOS, RADAR AND MONITORING THE INSTS. UPON LEVELING AT 4000 FT MSL, THE CTLR SOUNDED VERY URGENT AND SAID TO TURN BACK L TO 100 DEGS AND CLB TO 5000 FT. WE BEGAN TO EXPERIENCE STRONG TURB. I LOOKED OUT THE WINDOW AND SAW A VERY STRONG LOOKING CELL AND WE PENETRATED IT. I ANNOUNCED WE WERE OUT OF 4000 FT FOR 5000 FT AND NOTICED WE HAD APPROX WENT FROM A 500 FPM CLB RATE TO ONE APCHING OVER 2500 FPM. I VERBALLY SAID LEVEL AT 5000 FT. AT 5100 FT MSL I SAID WE NEED TO LEVEL AT 5000 FT. THEN IT SEEMED AN UPDRAFT CAUGHT US AND I PUSHED FORWARD ON THE YOKE AND ANNOUNCED AGAIN PUSH IT OVER. I COULD NOT TELL IF THE CAPT WAS PULLING BACK AGAINST ME BUT IT FELT LIKE IT. AT APPROX 5500 FT MSL WE IMMEDIATELY BEGAN TO DSND AND LEVEL AT 5000 FT. THE CTLR CAME ON AND SAID WE NEED TO BE AT 5000 FT. CONTRIBUTING: THE VERY STRONG CELL MOVING INTO THE ARPT AREA. THE INSTRUCTIONS FROM THE CTLR TO TURN FROM 150 DEGS TO 360 DEGS AND THEN IMMEDIATELY BACK TO 100 DEGS. THE CTLR'S CONCERN ABOUT WHAT WE WERE ABOUT TO FLY INTO HEIGHTENED OUR CONCERN. I BEGAN TO FOCUS ON THE CELL AND TRY TO GET THE RADAR TO 'PAINT IT' AND TOOK MY ATTN FROM WATCHING THE INSTS TO BACK UP THE CAPT. ALSO, THIS IS A NEW CAPT AND I AM A NEW FO WITH THE COMPANY. I JUST FINISHED IOE AND HAVE NOT BEEN FLYING FOR APPROX 9 MONTHS. THE CTLR'S WARNINGS OF WINDSHEAR IN THE NW QUADRANT HAD ME FOCUSING ON THE WX OUTSIDE MORE THAN THE INSTS AND THE CAPT'S PERFORMANCE INSIDE THE ACFT.

Synopsis :

B727 CREW ENCOUNTERED A TSTM AFTER TKOF.

Time

Date : 199905
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BWI.Airport
State Reference : MD
Altitude.MSL.Bound Lower : 15000
Altitude.MSL.Bound Upper : 15400

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.TRACON : BWI.TRACON
Make Model : B757-200

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 8000
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 1000
ASRS Report : 438107

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 12500
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 1500
ASRS Report : 437910

Person / 3

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : Clearance
Independent Detector.ATC Equipment.Other ATC Equipment : Radar -- Mode C
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Returned To Original Clearance
Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : ATC Human Performance
Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

DURING DEP WE WERE ASSIGNED 300 DEG HDG AND CLBED TO 16000 FT. THERE WERE TSTMS ON THE PATH AND WE NEEDED AT LEAST 330 DEGS HDG, SO WE REQUESTED THAT. DEP CAME BACK AND GAVE US 320 DEGS HDG AND MAINTAIN 15000 FT. THIS HEADING WAS GOING TO TAKE US RIGHT INTO THE WX THUS, THE CAPT WHO WAS HAND-FLYING THE AIRPLANE CALLED THE FLT ATTENDANTS AND ADVISED THE PAX THAT IT WAS GOING TO GET ROUGH. MEANWHILE, IT WAS VERY BUSY IN THE COCKPIT AND WE WERE OVER 400 FT OF OUR ASSIGNED ALT. I IMMEDIATELY CALLED THE CAPT'S ATTN SO THE PROB WAS CORRECTED. WHEN THE AIR TFC CTLR CALLED US, WE WERE ALREADY AT LEVEL FLT. TO AVOID THIS FROM HAPPENING AGAIN, YOU SHOULD NOT HAND-FLY AND MAKE ANNOUNCEMENTS AT THE SAME TIME ON THE PA. THE AIRPLANE SHOULD BE HANDED TO THE PNF OR TO THE AUTOPLT AND TAKE ADVANTAGE OF THE AUTOMATIZATION OF NEW AIRPLANES. SUPPLEMENTAL INFO FROM ACN 437910: SOMEWHAT OVERLOADED. VERY TIRED AT END OF 5 DAYS OF FLYING.

Synopsis :

A B757-200 CREW CLBS 400 FT ABOVE THEIR ASSIGNED ALT IN A DEP PROC FROM BWI, MD.

Time

Date : 199905

Day : Mon

Local Time Of Day : 1801 To 2400

Place

State Reference : FO

Altitude.MSL.Single Value : 35000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : MMID.ARTCC

Controlling Facilities.ARTCC : ZHU.ARTCC

Make Model : B757 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 4388709

Person / 2

Function.Flight Crew : First Officer

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Problem Areas : Navigational Facility

Problem Areas : Weather

Narrative :

APPROX 30 MI NE OF ELIOM, WE OBSERVED A LINE OF TSTMS ABOUT 100 MI LONG. WE ATTEMPTED TO CONTACT COMMERCIAL RADIO FOR A CLRNC TO DEVIATE. WE WERE NOT SUCCESSFUL ON BOTH VHF AND UHF. WE THEN TRIED ZHU, ZMA, AND MERIDA CTR -- ALL WITHOUT SUCCESS. I INITIATED A DEV TO THE N AND BROADCAST IN THE BLIND ON GUARD FREQS. WE DEVIATED ABOUT 50 MI N OF COURSE AND FINALLY RE-ESTABLISHED COMS WITH MERIDA CTR ABOUT 30 MI N OF ALARD INTXN.

Synopsis :

B757 FLC DEVIATED AROUND WX WITHOUT OBTAINING CLRNC.

ACN: 438720

Time

Date : 199906

Day : Tue

Local Time Of Day : 1801 To 2400

Place

State Reference : TX

Altitude.MSL.Bound Lower : 6500

Altitude.MSL.Bound Upper : 10000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZFW.ARTCC

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 3000

Experience.Flight Time.Last 90 Days : 225

Experience.Flight Time.Type : 225

ASRS Report : 438720

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Weather

Narrative :

ON CLBOUT FROM DFW ON THE DALLES 5 WE WERE GIVEN PLT'S DISCRETION TO CLB TO 17000 FT. WE CHOSE TO LEVEL OFF AT THE ALT WHEN WE WERE GIVEN THE PLT'S DISCRETION AT 6500 FT. OUR HORIZ ASSIGNMENT WAS A HEADING TO INTERCEPT THE 084 DEG RADIAL OFF TTT. WE WERE STAYING LOW BECAUSE OF TURBULENT AIR AND TSTM OVERHANG ABOVE US. CLR FURTHER E. AT THE TIME WE HEARD A RE-CLRNC TO CLB TO 10000 FT THEN PLT'S DISCRETION TO 17000 FT, I THOUGHT I HEARD PICK UP HDG 040 DEGS. WE TRIED TO CLARIFY BUT WE WERE AVOIDING TSTMS AND COULDN'T GET BACK TO ATC. WE WERE ON THE 084 DEG RADIAL AND I NOTICED ON TCASII AN ACFT AT ABOUT 6000 FT ABOUT 3-5 NM JUST R OF US. THIS WAS THE TIME ATC CAME BACK TO TELL US WE WERE CLRED BACK TO THE 084 DEG RADIAL. WE WERE CLBING AT THIS TIME AND I SAW THE ACFT. BY THE TIME WE PASSED WE WERE AT LEAST 1500 FT ABOVE. WE TOLD ATC WE WERE ON THE 084 DEG RADIAL AND HE SAID THERE WAS NO PROB WITH SEPARATION. APPARENTLY WE MISSED THE 040 DEG ASSIGNMENT.

Synopsis :

A FLC WAS DETOURING TSTMS WHEN ARTCC ADVISED THEM OF TFC IN THE AREA AND TO PROCEED ON THE ORIGINAL COURSE.

Time

Date : 199906

Day : Wed

Local Time Of Day : 1201 To 1800

Place

State Reference : MO

Altitude.MSL.Single Value : 2100

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.TRACON : T75.TRACON

Make Model : Bae 125 Series 800

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 6300

Experience.Flight Time.Last 90 Days : 80

Experience.Flight Time.Type : 3160

ASRS Report : 438915

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Overcame Equipment Problem

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WE WERE BEING RADAR VECTORED FROM THE SSE TO FLY N OF EAVES FAF AROUND A TSTM, THEN TO LAND ON RWY 26L AT SUS. HOWEVER, ONCE WE GOT N TO MAKE OUR TURN TO THE ARPT, WE DISCOVERED A LINE OF TSTMS THAT HAD DEVELOPED AND MOVED IN FROM THE W. WE WERE SUDDENLY BOXED IN WITH THE ONLY OPTION BUT TO TURN R AND PROCEED E TO AVOID THEM. AT THIS SAME TIME WE LOST COMS WITH APCH CTL. WE WERE FINALLY ABLE TO REACH THEM ON A PREVIOUS FREQ. WE THINK LIGHTNING IN THE AREA COULD HAVE CAUSED THIS COM LOSS. APPARENTLY, WHEN WE MADE OUR TURN, WE CAME CLOSE TO THE ARR CORRIDOR AT STL. WHILE BEING SITUATIONALLY AWARE OF WHERE WE WERE, STILL TRYING TO ESTABLISH COMS IN VMC, WE FELT WE WERE AT A COMFORTABLE POS AWAY FROM STL ARRS. WE DID NOT SHOW ANYONE ON TCASII. WE DID NOT RECEIVE A TA OR AN RA. WE LANDED AT ALN AND PHONED ATC PER THEIR REQUEST. CONTRIBUTING FACTORS: FAST MOVING AND DEVELOPING TSTMS IN THE AREA. LIGHTNING COULD HAVE BEEN THE CAUSE OF OUR TEMPORARY LOSS OF COM. INABILITY TO SEE WHAT COULD BE DEVELOPING ON THE OTHER SIDE OF THE CELL WE WERE BEING VECTORED AROUND. CORRECTIVE ACTION: CHANGED COURSE TO AVOID SEVERE TSTMS. RE-ESTABLISHED COM WITH APCH CTL. EXPLAINED THE ACTION WE NEEDED TO TAKE IN THE INTEREST OF SAFETY. GOOD CRM TECHNIQUES WERE USED BTWN CREW AND ATC. WHAT CAN BE LEARNED BY THIS: THE WX CAN CHANGE QUICKLY IN THIS TYPE OF UNSTABLE AIR MASS. ALTHOUGH I FEEL GOOD CRM TECHNIQUES WERE UTILIZED, WE POSSIBLY COULD HAVE ENHANCED IT BY EXPLAINING THE ACTION WE WOULD TAKE IF OUR PLAN DID NOT WORK OUT. WE DID NOT ANTICIPATE LOSING COM.

Synopsis :

A HAWKER HS125-800 PIC TURNS OFF HIS VECTORED COURSE WHEN TSTM ACTIVITY APPEARS IN BTWN HIS ACFT AND HIS DEST ARPT, SUS, MO. HE SUFFERS A LOSS OF COM FREQ AT THIS POINT.

Time

Date : 199906

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : SUS.Airport

State Reference : MO

Altitude.MSL.Single Value : 2100

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : T75.TRACON

Make Model : Bae 125 Series 800

Component / 1

Aircraft Component : VHF

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 13000

Experience.Flight Time.Last 90 Days : 90

Experience.Flight Time.Type : 2000

ASRS Report : 439094

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Aircraft : Equipment Problem Dissipated

Resolatory Action.Other : Reestablished

Consequence.FAA : Assigned Or Threatened Penalties

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WE WERE ON RADAR VECTORS AND DEVIATING AROUND LEVEL 4 TSTM ACTIVITY, APPROX 4 MI FROM FAF FROM RWY 24L AT SUS. ON MAKING OUR TURN TOWARD FAF, THE LINE OF TSTMS THAT HAD BEEN TO THE S OF THE ARPT MOVED IN OVER THE FAF AND TSTMS THAT HAD BEEN W OF ARPT HAD NOW MOVED ON TO THE ARPT. OUR ONLY OPTION WAS TO TURN R AND HEAD E OR SE. ON FINAL VECTORS OUR CONTACT WITH APCH CTLR WAS BROKEN AND WE LOST COM WITH THEM ON 126.7. SO WE MADE THE R TURN ON OUR OWN AND RE-ESTABLISHED RADIO CONTACT ON ANOTHER FREQ. THIS R TURN PUT US CLOSE TO THE ARR CORRIDOR AT STL. REDUCED SEPARATION FROM ATC STANDPOINT BUT NOT CLOSE ENOUGH TO THE OTHER ACFT TO TRIGGER A TA OR RA FROM EITHER ACFT. BEING FAMILIAR WITH THE AREA WE WERE IN VMC MONITORING BOTH OUR WX RADAR AND TCASII. AFTER RE-ESTABLISHING COM WITH ATC THEY GAVE US A CLB TO 4000 FT AND VECTORED OVER THE TOP OF STL. WE THEN DIVERTED TO ALN AND LANDED SAFELY, CALLING ATC ON LANDLINE PER THEIR REQUEST. THE TURN WE MADE WOULD HAVE BEEN NECESSARY EVEN IF WE HAD NOT LOST COM (RADIO) PROBS, IN ORDER TO AVOID THIS SEVERE WX. WE ARE NOT SURE IF THE RADIO PROB WAS THE ACFT OR ATC RADIOS.

Synopsis :

FLC OF A BRITISH HAWKER 125-800 TEMPORARILY LOST COMS WITH APCH CTL WHILE TURNING TO AVOID WX NEAR THE FAF.

Time

Date : 199906

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : EHAM.Airport

State Reference : FO

Altitude.MSL.Bound Lower : 2000

Altitude.MSL.Bound Upper : 5000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : EHAM.TRACON

Make Model : DC-10 40

Person / 1

Function.Flight Crew : Second Officer

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 2000

ASRS Report : 439362

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : First Officer

Person / 4

Function.Controller : Departure

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.Controller : Issued Alert

Resolatory Action.None Taken : Anomaly Accepted

Consequence.Other : Emotional Trauma

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

TSTM OFF END OF DEP RWY. BERGE DEP OFF OF RWY 24 (SPL) REQUIRES SEVERAL TURNS THAT THE CAPT DETERMINED WOULD BE TOO CLOSE TO TSTM. CAPT ELECTED TO TURN L (OPPOSITE OF SID ROUTING) AND TOLD FO TO INFORM ATC. CTLR REQUESTED 'HOW FAR L DO YOU WANT TO GO?' CAPT RESPONDED WITH, '20 DEGS L' AND WE WERE CLRED AS REQUESTED. IT BECAME NECESSARY TO TURN MORE LIKE 60 DEGS TO STAY CLR OF TSTM CELL. DUE TO RADIO TFC, IT WAS HARD TO 'BREAK IN' TO INFORM ATC THAT WE HAD TURNED FURTHER THAN CLRED. THE DUTCH CTLR WENT BALLISTIC AND TOLD US TO TURN R IMMEDIATELY (RIGHT INTO THE TSTM). CAPT CONTINUED TO MAINTAIN VMC JUST OUTSIDE OF BUILDUP (STILL VERY CLOSE TO CELL). ATC CTLR CONTINUED TO INSIST THAT WE TURN RIGHT INTO THE TSTM. COPLT WAS NOT DOING A VERY GOOD JOB OF COMMUNICATING WITH ATC, BUT THE SIT WARRANTED HIS ATTN ELSEWHERE (WX RADAR, IGNITION, HVY TURB, ETC) AND IT WAS A CONFUSING AND BUSY PERIOD. COM SEEMED TO BE A VERY BIG FACTOR IN THIS EVENT. THE CAPT COULD HAVE MADE HIS INTENTIONS CLR BEFORE WE TOOK OFF. CREW BRIEFING AND CRM WERE VERY POOR WITH THIS CREW. I WAS OF THE OPINION THAT IF WE HAD FLOWN THE SID 'AS PUBLISHED' WE WOULD HAVE AVOIDED THE TSTM AND NOT UPSET ATC. MY SUGGESTION FELL ON DEAF EARS (I GUESS I'M ONLY THE SO) FRUSTRATING TO BE IGNORED LIKE THAT.

Synopsis :

A DC10-40 ACR FLT TURNS FURTHER AWAY FROM A PRE-APPROVED DEV OFF THE DEP PROC BECAUSE OF TSTM ACTIVITY IN PROX OF EHAM, FO.

Time

Date : 199906

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : EHAM.Airport

State Reference : FO

Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.TRACON : EHAM.TRACON

Make Model : DC-10 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 17000

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 2500

ASRS Report : 439730

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Person / 4

Function.Flight Crew : Second Officer

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Returned To Original Clearance

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WE TAXIED INTO POS ON RWY 24 AND HELD FOR ABOUT 1 MIN BEFORE DEPARTING. FROM WHAT WE SAW ON THE WX RADAR A 10-20 DEG L TURN TO A HDG OF ABOUT 220-230 DEGS WOULD AVOID TSTMS. I DISCUSSED THE HDG WE SHOULD FLY WITH THE FO AND SO AND WE ALL AGREED WE WOULD BE ABLE TO AVOID THE STORMS WITH A 10-20 DEG HDG CHANGE. ONCE AIRBORNE, WE ASKED DEP CTL FOR A 20 DEG TURN TO THE L, WHICH HE APPROVED. ABOUT 4 MI FROM THE RWY WE COULD SEE ON THE RADAR THAT IT WAS NOT GOING TO BE ENOUGH OF A TURN. I ASKED THE FO (WHO WAS HANDLING THE RADIO) TO ASK FOR A TURN TO THE S. THE CTLR WAS BUSY TALKING TO OTHER FLTS, SO IT WAS HARD TO ASK HIM FOR A SOUTHERLY HDG. THERE WAS NO WAY I WAS GOING TO FLY INTO THE TSTM THAT LAY DIRECTLY AHEAD OF US, SO I TURNED TO A 190 DEG HDG AND LEVELED OFF AT 4000 FT TO AVOID GOING INTO THE DARK CLOUDS (OUR CLRNC WAS TO 6000 FT). THE CTLR TOLD US HE HAD NOT CLRED US TO MAKE THAT LARGE A HDG CHANGE AND TOLD US TO TURN R. WE TOLD HIM WE COULD NOT, BECAUSE OF THE CELL THAT WAS NOW PASSING OFF OUR R. IN A COUPLE OF MINS WE WERE CLR AND TOLD HIM WE COULD TURN R, WHICH WE DID. THE CTLR NEVER DID MENTION ANY CONFLICT WITH TFC AND WE DID NOT HAVE ANY TFC ON OUR TCASII.

Synopsis :

DC10 FLC DEVIATES AROUND TSTM DEPARTING EHAM.

Time

Date : 199906

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CYYC.Airport

State Reference : AB

Altitude.MSL.Bound Lower : 5000

Altitude.MSL.Bound Upper : 6000

Environment

Flight Conditions : Mixed

Aircraft / 1

Make Model : MD-80 Super 80

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 439742

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WE WERE ON VECTORS FOR ILS APCH TO RWY 28 AT YYC. A MODERATE CELL WAS SITUATED BTWN US AND THE FIELD ALONG FINAL APCH COURSE. WITH ATC APPROVAL, WE WERE APCHING COURSE FROM THE N WITH A SHALLOW INTERCEPT TO REMAIN N OF THE CELL AS PAINTED ON OUR RADAR. AT APPROX 10 MI E OF THE FIELD, DSNDRG FROM 6000 FT TO 5000 FT, AIRSPD 210 KTS, FLAPS 11 DEGS, WE EXPERIENCED A 20 KT AIRSPD LOSS AND WINDSHEAR ALERT ACTUATED. AS SPD LOSS WAS NOT SEVERE AND TURB LIGHT AT MOST, I INITIATED AN ESCAPE WITH GAR PWR, TURNING N, AWAY FROM THE CELL AND CLBING TO APPROX 6400 FT. WE IMMEDIATELY NOTIFIED ATC AND WERE ASSIGNED A 340 DEG HDG AT 6000 FT. DURING THE ENTIRE INCIDENT WE HAD VISUAL CONTACT WITH THE CELL AND THE GND, AND ONCE ON THE NORTHERLY HDG COULD SEE THE FIELD WITH CLR SKIES TO THE W. WE WERE VECTORED AROUND TO THE W AND FROM THERE ACCOMPLISHED AN UNEVENTFUL VISUAL APCH AND LNDG TO RWY 34.

Synopsis :

MD80 FLC EXPERIENCES WINDSHEAR ALERT ON FINAL AT YYC.

Time

Date : 199906

Day : Fri

Local Time Of Day : 1801 To 2400

Place

State Reference : WI

Altitude.MSL.Single Value : 18000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZMP.ARTCC

Make Model : Widebody, Low Wing, 2 Turbojet Eng

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 23000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 80

ASRS Report : 439949

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Insufficient Time

Consequence.Other : Physical Injury

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Weather

Narrative :

THE INCIDENT OCCURRED WHILE IN A DSCNT FROM FL280 TO 13000 FT WHILE PASSING THROUGH FL180. WE ENCOUNTERED MODERATE TURB FOR ABOUT 5 SECONDS AND THEN IT GRADUALLY SUBSIDED TO SMOOTH OVER A 20-30 SECOND PERIOD. THE SEATBELT SIGN WAS OFF, AND I IMMEDIATELY TURNED IT ON AND AN ANNOUNCEMENT WAS MADE FOR EVERYONE, INCLUDING THE FLT ATTENDANTS, TO SIT DOWN. THE RADAR WAS OPERATING, AND IT SHOWED NO RETURNS EXCEPT FOR A RAINSHOWER 30 MI AHEAD AND TO OUR R. IT HAD BEEN PERFECTLY SMOOTH UP TO THE ENCOUNTER, AND AFTER 30 SECONDS IT CONTINUED SMOOTH ALL THE WAY TO OUR DEST -- ORD. IT WAS DARK, AND ALTHOUGH THERE WERE SOME CLOUDS AROUND THEY DID NOT APPEAR THREATENING. WE HAD RECEIVED NO TURB RPTS FROM ATC, AND WERE NOT EXPECTING ANY. DEST WX WAS GOOD, AND THE LNDG WAS UNEVENTFUL. PARAMEDICS MET THE ACFT AS 4 PAX AND 2 FLT ATTENDANTS HAD SUFFERED MINOR INJURIES TO LEGS AND ANKLES. I COULD HAVE TURNED THE SEAT BELT SIGN ON EARLIER, AND PROBABLY WILL IN THE FUTURE EVEN THOUGH NO RPTS EXIST FOR TURB. POSSIBLY WE SHOULD HAVE A RECOMMENDATION TO HAVE THE SEAT BELT SIGN ON WHEN LEAVING CRUISE ALT AND THROUGHOUT CLBS AND DSCNTS.

Synopsis :

CLR AIR TURB ON DSCNT OVER MSN RESULTS IN INJURIES TO PAX IN 2 ENG HVT.

ACN: 439969

Time

Date : 199906

Day : Fri

Local Time Of Day : 0601 To 1200

Place

State Reference : NY

Altitude.MSL.Single Value : 33000

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 439969

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 439970

Person / 3

Function.Controller : Non Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Inflight Encounter : Weather

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Weather

Narrative :

ATC FACILITY: ZNY. LOCATION: N OF DIDDLE INTXN ON A300. WHILE PROCEEDING AT FL330 S OF DIDDLE ON A300, AN AREA OF CONVECTIVE ACTIVITY APPROX 30 MI FROM THAT POINT, REQUIRED A DEV AND DUE TO TFC, NEW YORK OCEANIC DID NOT AUTH US TO LEAVE THE AIRWAY. THE SHORTEST DIRECTION TO AVOID THE WX WAS TO THE E AND THE MAX DISTANCE NECESSARY WAS 19 MI. WE XMITTED OUR INTENTIONS IN THE BLIND ON GUARD AND DID NOT SEE ANY POTENTIAL CONFLICTS ON TCASII THROUGHOUT THE DEV. WE WERE BACK ON COURSE 220 MI N OF WAYDE AT APPROX XA25Z AND RELAYED THAT THROUGH NEW YORK COMMERCIAL RADIO. I CALLED DISPATCH WITH THE DETAILS OF EXERCISING MY EMER AUTH WHICH WERE INITIALLY RELAYED VIA ACARS.

Synopsis :

UNABLE TO GET CLRNK TO AVOID CONVECTIVE WX ON OCEANIC AIRWAY PLT EXERCISES EMER AUTH TO LEAVE AIRWAY AND CLR WX.

ACN: 439971

Time

Date : 199906

Day : Fri

Local Time Of Day : 0601 To 1200

Place

State Reference : NY

Altitude.MSL.Single Value : 33000

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : Captain

ASRS Report : 439971

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

AT CRUISE, FL330, MACH .80, APPROX 100 MI AHEAD ON A300 S OF DIDDLE, AN AREA OF WX WAS NOTED AND A REQUEST FOR A DEV UP TO 15 MI E WAS MADE ON HF TO ZNY. AFTER A LENGTHY WAIT, AND WITH VISUAL CONFIRMATION OF THE NECESSITY TO DEV E, I MADE THE DECISION TO INITIATE MY EASTERLY DEV. ABOUT THAT TIME, ZNY CALLED US AND DENIED THE DEV DUE TO TFC. I INFORMED THEM THAT I WOULD EXERCISE MY EMER AUTH AND DEV E UP TO 15 MI. I ALSO TOLD THEM I WOULD RPT BACK ON COURSE AND GAVE THEM AN UPDATED HOLMA ESTIMATE. WE DEVIATED, RPTED BACK ON COURSE AND CROSSED HOLMA AT THE REVISED ESTIMATE. NO FURTHER DEV WAS NECESSARY. NO CALLS WERE MADE TO US FROM ZNY. IT WAS NOTED ON 130.55 THAT OTHER ACFT DID THE SAME THING.

Synopsis :

ATC UNABLE TO AUTH DEV FROM RTE FOR WX AVOIDANCE. CAPT USES EMER AUTH AND AVOIDS WX.

ACN: 440080

Time

Date : 199906

Day : Mon

Local Time Of Day : 1201 To 1800

Place

State Reference : FO

Altitude.AGL.Single Value : 0

Aircraft / 1

Make Model : B757-200

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 440080

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Anomaly Accepted

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WE VISUALLY IDENTED A TSTM OVER THE VOR WHICH IS APPROX 3 MI S OF THE RWY. THE RWY WAS DRY. WE CHKD THE PERFORMANCE MANUAL FOR CLB LIMITED WT LNDG RWY 19. THE LIMIT WAS 194000 LBS AT RWY 28C WHICH WAS OUR EXACT WT. BTWN 23 DME AND APPROX 3 MI FINAL, TWR CALLED THE WIND AS 180 DEGS AT 5 KTS, THEN CALM, THEN N AT 5 KTS WITH THE LAST RPT BEING CALM. WE ELECTED TO CONTINUE THE VISUAL FOR RWY 19. JUST PRIOR TO XING THE THRESHOLD OF THE RWY, WE EXPERIENCED A WINDSHEAR WHICH CAUSED A FAIRLY RAPID SINKER WHICH RESULTED IN A FIRM TOUCHDOWN ALTHOUGH NOT UNUSUALLY HARD. AT THE GATE WE WERE INFORMED BY A FLT ATTENDANT WE HAD DROPPED OXYGEN MASKS AT ROWS 9 AND 16. DURING THE FO PREFLT FOR THE RETURN LEG TO MIA, HE NOTICED A SCUFF OF THE SIDEWALL OF THE 8 MAIN GEAR AND 3 SMALL HOLES IN THE BOTTOM OF THE FUSELAGE AFT OF THE WING. ONE OF THE HOLES WAS IN FRONT OF THE VHF ANTENNA AND 2 AFT WITH THE LARGEST ONE BEING APPROX 2 INCHES BY 4 INCHES IN SIZE.

Synopsis :

B757 FLC ENCOUNTERS WINDSHEAR LNDG AT TGU.

ACN: 440141

Time

Date : 199906

Day : Wed

Local Time Of Day : 1801 To 2400

Place

State Reference : FL

Altitude.MSL.Single Value : 28000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZJX.ARTCC

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 20000

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 10000

ASRS Report : 440141

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

Problem Areas : Weather

Narrative :

UNABLE TO STAY ON ARR DUE TO TSTMS. ENTERED RESTR AIRSPACE TO AVOID. SQUAWKED 7700 AND UTILIZED CAPT'S EMER AUTH TO CONDUCT FLT CLR OF TSTMS.

Synopsis :

AN ACR CAPT FLYING MD80 DECIDES TO EXERCISE HIS EMER AUTH AS PIC TO CIRCUMNAV TSTMS LOCATED ON HIS CLRED ARR PROC.

Time

Date : 199906

Day : Thu

Local Time Of Day : 1801 To 2400

Place

State Reference : FL

Altitude.MSL.Single Value : 37000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZJX.ARTCC

Make Model : B757-200

Person / 1

Function.Controller : Radar

ASRS Report : 440162

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Handoff Position

Experience.Flight Time.Total : 150

ASRS Report : 440165

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.ATC Equipment.Other ATC Equipment : RADAR

Independent Detector.Other.ControllerA : 1

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : FAA

Problem Areas : Weather

Narrative :

MGMNT AND TMU HAD BEEN ADVISED THAT THE WX WAS EXTENDING TO THE BOUNDARY OF THE WARNING AREAS. ACFT WERE ADVISED THAT THE WARNING AREAS WERE ACTIVE AND DEVS COULD NOT BE APPROVED. TMU WOULD NOT CLOSE THE RTE EVEN THOUGH THE ACFT ARE HAVING TO BE VECTORED THROUGH TSTMS WHEN WARNING AREA AIRSPACE IS CLR. SEALORD (THE CTLING AGENCY OF THE WARNING AREAS) WOULD NOT APPROVE POINTOUTS THROUGH THE WARNING AREAS. THIS IS AN UNSAFE OP. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT THE TMU HAS BEEN VERY UNCOOPERATIVE IN ASSISTING CTLRS WITHIN THE FACILITY. THE RPTR ALSO STATED THAT THE RECENT EVENT DESCRIBED BY THE RPTR IS A PERFECT EXAMPLE OF HOW UNCOOPERATIVE THE TMU CAN BE. ASKED RPTR IF THERE HAS BEEN ANY DIALOGUE BTWN THE RPTR'S OPS MGR AND THE TMU'S SUPPORT MGR TO ALLEVIATE SOME OF THE PROBS. RPTR SAID NONE. ASKED RPTR IS ANY EFFORT HAS BEEN MADE BY THE FACILITY TO ASK THE MIL TO SUSPEND SOME OF THEIR OPS IN THE WARNING AREA(S) WHEN WX CONDITIONS EXIST AS THE RPTR DESCRIBED. RPTR SAID NONE.

Synopsis :

RPTR STATES THAT THE WX WAS SUCH THAT THEY HAD NO PLACE TO GO TO AVOID THE WX WITH THE ACFT BECAUSE OF THE WARNING AREAS BEING USED BY THE MIL AND THE RELUCTANCE OF THE TMU TO ASSIST THEM IN SHUTTING OFF THE TFC.

Time

Date : 199906
Day : Sun
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DAY.Airport
State Reference : OH
Altitude.MSL.Bound Lower : 4000
Altitude.MSL.Bound Upper : 4300

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : DAY.TRACON
Make Model : Centurion/Turbo Centurion 210c

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 260
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Type : 105
ASRS Report : 440194

Person / 2

Function.Controller : Approach
Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Inflight Encounter : Turbulence
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : Clearance
Anomaly.Other Anomaly : Loss Of Aircraft Control
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Regained Aircraft Control
Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Weather

Narrative :

40 MI FROM FINAL DEST WHEN APCH CTLR ADVISED THAT A LEVEL 4-5 TSTM WAS OVER THE DEST ARPT AND ALONG THE FINAL APCH COURSE, AND THAT IT WAS MOVING TO THE E/NE AT 20-25 KTS. I WAS APCHING FROM THE E AND REQUESTED TO HOLD TO THE NNE OF MY FINAL DEST UNTIL THE WIDELY SCATTERED TSTM MOVED AWAY FROM FINAL DEST. APCH CTLR GAVE HOLDING INSTRUCTIONS AND I PROCEEDED TO THE HOLDING POINT (APPROX 30 MI FROM DEST ARPT). 10 MI FROM HOLDING POINT THE CTLR ADVISED THAT THE CELL WAS STARTING TO MOVE AWAY FROM DEST ARPT, AND THAT HE COULD PROVIDE VECTORS TO 'SEQUENCE' ME TO THE FINAL APCH COURSE AND AROUND THE TSTM CELL. I ACCEPTED AND HE BEGAN VECTORING ME. AFTER THE THIRD VECTOR, HE CAME BACK ON AND ADVISED THAT HIS RADAR WAS NOW SHOWING A LEVEL 2-3 CELL, 1 MI IN DIAMETER, AT MY 12 O'CLOCK. IT WAS TOO LATE TO AVOID. I PENETRATED THE CELL ADVISING CTLR OF CONDITIONS, SPECIFICALLY MODERATE TURB. I SUBSEQUENTLY GAINED APPROX 300-400 FT OF ALT AND MAY HAVE DEVIATED FROM MY ASSIGNED ALT OF 4000 FT. HAVING BEEN TAUGHT THAT WHEN ENCOUNTERING SIGNIFICANT TURB IT IS MORE IMPORTANT TO KEEP THE AIRPLANE UPRIGHT/LEVEL, I WAS NOT SURE OF MY EXACT ALT, BUT I THINK IT INDICATED 4300 FT AT ONE POINT IN TIME (A FEW SECONDS). A DOWNDRAFT THEN TOOK ME BACK DOWN TO AROUND 4100 FT AND I THEN CORRECTED TO 4000 FT ONCE EXITING THE CELL (TOTAL TIME IN CELL APPROX 20 SECONDS). AFTER EXITING THE CELL, WX WAS A LOT BETTER (SMOOTHER, GREATER VISIBILITY, ETC). AT THE TIME, THE CTLR WAS WORKING 2-3 OTHER ACFT, BUT I BELIEVE THAT THEY WERE NOT IN THE VICINITY OF MY FLT (GREATER THAN 15 MI AWAY). IN THE FUTURE, I WILL REQUEST TO STAY GREATER THAN 20 MI AWAY FROM LEVEL 4-5 TSTMS AND GREATER THAN 10-15 MI FROM LEVEL 3 TSTMS. OVERALL, BEING MY FIRST FLT IN SIGNIFICANT CONVECTIVE ACTIVITY, IT WAS A DEFINITE LEARNING EXPERIENCE!

Synopsis :

A PVT INST RATED PLT FLYING A C210 TO DAY WAS UNABLE TO MAINTAIN ASSIGNED ALT DUE TO WX.

ACN: 440415

Time

Date : 199908

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : C90.TRACON

State Reference : IL

Aircraft / 1

Controlling Facilities.TRACON : C90.TRACON

Make Model : MD-80 Super 80

Person / 1

ASRS Report : 440415

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : First Officer

Person / 4

Function.Observation : Passenger

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Anomaly.Other Anomaly : Smoke Or Fire

Resolatory Action.None Taken : Anomaly Accepted

Consequence.Other : Physical Injury

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

THERE WAS A LOUD BANG, SOUNDED LIKE AN EXPLOSION AND STRONG BURNING ODOR. WE BROKE THE STERILE COCKPIT RULE AND INFORMED THE CAPT. HE SAID EVERYTHING WAS OK. PAX IN THE AFT AREA OF CABIN WERE VERY UPSET AND REQUESTED THE CAPT MAKE A PA, WHICH HE DID, 'SAID NO PROB,' AND WE WERE IN A STORM. FO LATER TOLD US WE WERE STRUCK BY LIGHTNING WHICH BURNED AND SINGED THE HAIR ON HIS ARM IN COCKPIT. MY CONCERN WAS THE AGENT GREETING THE FLT IN DFW FOR THE OUTBOUND COCKPIT CREW KNEW NOTHING OF POSSIBLE DAMAGE NOR DID THEY DIVULGE INFO. I INFORMED AGENT AND CREW.

Synopsis :

FLT ATTENDANT RPT, S80, ORD-DFW, DURING STERILE COCKPIT, LIGHTNING STRIKE, FO INJURED.

Time

Date : 199906

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : RDU.Airport

State Reference : NC

Altitude.MSL.Single Value : 3000

Aircraft / 1

Controlling Facilities.TRACON : RDU.TRACON

Make Model : MD-80 Super 80

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 441361

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Weather

Narrative :

DURING INITIAL CLB I ADVISED DEP THAT WE WOULD NEED 10-20 DEGS TO THE L. HE SAID UNABLE, AND DIRECTED US TO TURN R TO 270 DEGS. THAT TURN WOULD HAVE PUT US IN THE CELL. WHEN I TOLD HIM WE WERE UNABLE TO DO A R TURN, HE ASKED IF I WAS EXERCISING MY AUTH, AND I STATED IN THE AFFIRMATIVE. WE CONTINUED ON THE 230 DEG HDG FOR A FEW MI. HE THEN SAID TO TURN R TO 310 DEGS WHEN ABLE. NO TFC CONFLICT WAS NOTED OR INDICATED ON TCASII.

Synopsis :

S80 AT RDU HAS TO DECLARE EMER TO STAY CLR OF SEVERE WX.

Time

Date : 199906

Day : Tue

Local Time Of Day : 1201 To 1800

Place

State Reference : CT

Altitude.MSL.Single Value : 8000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON

Make Model : EMB ERA 145 ER&LR

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 5300

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 1600

ASRS Report : 441528

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Other Personnel : Dispatcher

Person / 4

Function.Controller : Approach

Events

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Diverted To Another Airport

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

SCHEDULED TO FLY FROM CLE TO ISP. TSTMS CAUSED MASSIVE DELAYS AND GND STOP IN THE NEW YORK AREA. THE COMPANY DISPATCHER TOLD ME ON THE GND IN CLE THAT THERE WERE 2 LINKS OF INTENSE TSTMS WITH 1 CONTINUOUS LINE FROM PHL TO VERMONT. THE ORIGINAL RELEASE HAD BDL LISTED AS ALTERNATE WHICH IS ON THE PONNIE 2 ARR, HOWEVER, THE DISPATCHER ADVISED THAT BDL WAS GETTING POUNDED BY A LARGE AREA OF CELLS BUT WAS DISSIPATING. I SUGGESTED WE DELAY THE FLT AND MONITOR THE SIT. THE FUEL SUPPLY ALSO COULD NOT BE INCREASED BECAUSE THE FLT WAS FULL AND WT AND BAL WAS A FACTOR. THE DISPATCHER SUGGESTED WE PICK AN ALTERNATE ON THE W SIDE OF THE WX LINES INCREASING THE FUEL JUST SLIGHTLY AND CONTINUE. I AGREED AND ALB WAS THE ALTERNATE. AFTER DEP, CTR IMMEDIATELY STOPPED OUR FORWARD MOVEMENT AS WELL AS EVERYONE ELSE'S BY HOLDING US AT JHW (100 MI E OF CLE) AT FL260. WE HELD THROUGH 2 EFC TIMES TALKING TO DISPATCH THROUGHOUT. UPON BEING RELEASED FROM THE HOLD, A MINIMUM FUEL SUPPLY REMAINED AND DISPATCH CALCULATED THAT WE WOULD LAND IN ISP WITH 45 MINS OF RESERVE IF NO FURTHER DEVS OCCURRED. WE CLBED TO FL330 AND FLEW STRAIGHT. ON THE ARR WE DECLARED 'LOW FUEL ADVISORY TO NEW YORK APCH.' AT TMU JUST 50 OR SO MI FROM ISP WE WERE HELD WITH AN UNACCEPTABLE EFC. UPON TELLING ATC THIS WE WERE TOLD THE HOLD WOULD BE INDEFINITE AND IT WAS FOR WX. THE ATIS AT ISP SHOWED 2 1/2 MI VISIBILITY. UNABLE TO CONTACT DISPATCH, I DECLARED AN EMER TO OPERATE OUT OF THE RELEASE PARAMETERS AND DIVERTED TO PVD. LANDED WITH 30 MINS OF FUEL.

Synopsis :

AN EMB145ER DIVERTS TO PVD WHEN ISP ARRS ARE HELD ACCOUNT TSTM ACTIVITY IN THE AREA.

Time

Date : 199907

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CPS.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : CPS.Tower

Make Model : Texan T6 Harvard

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3547

Experience.Flight Time.Last 90 Days : 35

Experience.Flight Time.Type : 240

ASRS Report : 441867

Person / 2

Function.Controller : Local

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Regained Aircraft Control

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

I WAS LNDG A NORTH AMERICAN AT6G TEXAN TRAINER AT CPS ARPT AT ABOUT XA00 HRS ON JUL/XA/99. THE RWY IN USE WAS RWY 12R AND THE WINDS WERE ABOUT 180 DEGS AT 12 KTS WITH GUSTS. THE APCH TO THE LNDG WAS STABLE, BUT JUST AS I WAS TOUCHING DOWN, THERE WAS A VERY STRONG GUST OF WIND WHICH STRUCK THE ACFT AND TURNED THE NOSE OF THE PLANE SLIGHTLY TO THE R. I MAINTAINED FULL CTL OF THE ACFT BUT ALLOWED IT TO RUN OFF THE RWY ONTO THE GRASS ON THE R, RATHER THAN FIGHT THE GUST AND RISK LOSING CTL OF THE ACFT. THE ACFT CAME TO A GENTLE UNEVENTFUL STOP ON THE GRASS -- CLR OF THE RWY. ALTHOUGH THERE WAS NO OBVIOUS DAMAGE, I SWITCHED OFF THE ENG AND CALLED FOR MY A&P MECH TO CHK THE ACFT BEFORE MOVING IT. THE MECH ARRIVED IN ABOUT 45 MINS AND THOROUGHLY INSPECTED THE ACFT. HE COULD FIND NO STRUCTURAL DAMAGE AND ALLOWED THE ACFT TO BE GENTLY TOWED TO THE MAIN RAMP WHERE IT WAS AGAIN THOROUGHLY INSPECTED BY THE MECH. WHEN HE WAS SATISFIED THAT THERE WAS NO STRUCTURAL DAMAGE TO THE ACFT, HE SIGNED OFF THE ACFT AS SAFE TO FLY.

Synopsis :

AT6 PLT ENCOUNTERS GUSTY XWIND LNDG AT CPS CAUSING RWY EXCURSION.

Time

Date : 199907

Day : Tue

Local Time Of Day : 1201 To 1800

Place

State Reference : FO

Altitude.MSL.Single Value : 29000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZNY.ARTCC

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 442851

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 442850

Person / 3

Function.Flight Crew : Second Officer

ASRS Report : 442849

Person / 4

Function.Controller : Non Radar

Person / 5

Function.Oversight : Coordinator

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Airspace Violation : Exit

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 962

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

LOCATION: B24, BTWN LYNUS AND CHAMP. FLYING ENRTE FROM PHL TO SJU ON B24 BTWN LYNUS AND CHAMP WE NEEDED TO DEVIATE TO THE W AROUND A LONG LINE OF TSTMS WHILE FLYING AT FL290. INITIALLY WE ASKED FOR FL330, AS THIS WOULD HAVE PLACED US OVER THE WX. FL 330 WAS UNAVAILABLE ACCORDING TO NY COMMERCIAL RADIO AND WE THEN ASKED FOR DEV W OF COURSE, AND THEN LATER ASKED AGAIN FOR FL330. WE WERE TOLD TO CONTACT NY ON HF AND DID SO. WE INFORMED NY ON HF OF OUR DEV TO THE W FOR WX AND THEN LATER ASKED FOR DIRECT DOWNT. WE ALSO REQUESTED FL330 AGAIN WITH NY ON HF. WE GAVE NY OUR POS RPT, AFTER BEING CLRED DIRECT HUBER, IN LATITUDE/LONGITUDE -- FOR PRESENT POS -- AND GAVE ESTIMATES FOR HUBER AND HOLMA, THE NEXT 2 POINTS ON OUR RTE OF FLT. NY ASKED US TO CONFIRM OUR POS AT THIS TIME, WHICH WE DID AGAIN WITH LATITUDE/LONGITUDE. HE ALSO ASKED US WHO GAVE US CLRNC TO DEVIATE, AND WE TOLD HIM THE CLRNC HAD BEEN GIVEN BY A PREVIOUS CTLR, NAMELY NY COMMERCIAL RADIO ON FREQ 129.9. WE RPTD THE FACT WE WERE DEVIATING W OF COURSE FOR WX TO EACH CTLR WE SPOKE WITH AFTER OUR INITIAL CLRNC WAS GIVEN TO US ON 129.9. EVIDENTLY THE CTLR ON THE HF FREQ WAS UNAWARE OF OUR DEV. HE MADE NO REF TO IT AFTER ASKING US WHO GAVE US CLRNC TO DEVIATE.

Synopsis :

A B727 FLC DEVIATES W OF THEIR CLRED RTE WHILE AWAITING A HIGHER ALT AND RTE CHANGE ENRTE TO SJU, PR.

Time

Date : 199907

Day : Tue

Local Time Of Day : 1201 To 1800

Place

State Reference : CO

Altitude.MSL.Single Value : 37000

Aircraft / 1

Controlling Facilities.ARTCC : ZDV.ARTCC

Make Model : Medium Large Transport, Low Wing, 2 Turbojet Eng

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 17500

Experience.Flight Time.Last 90 Days : 210

Experience.Flight Time.Type : 6000

ASRS Report : 442875

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4500

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 1400

ASRS Report : 443376

Person / 3

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Conflict : Airborne Less Severe

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Resolatory Action.Controller : Issued Advisory

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

THIS FLT WAS FROM BUR-DEN WITH WX DEVS ALL THE WAY. NEAR MTJ WE WERE CLRED DIRECT TO SKEED INTXN ON THE POWDER 3 ARR TO DEN. THIS WAS 5-10 DEGS L TURN. THE WX THAT DIRECTION DID NOT LOOK QUITE AS GOOD, BUT WE WERE WILLING TO TRY IT. AFTER A FEW MINS ON THAT COURSE, IT BECAME APPARENT THAT THIS HEADING WAS UNACCEPTABLE DUE TO CELL BUILDUPS IN FRONT OF US AND ABOVE US THAT WE WERE NOT PAINTING THE WX CELL ON RADAR, BUT WERE CLRLY VISIBLE. AFTER 3 OR MORE UNANSWERED CALLS TO ZDV TO REQUEST A R DEV, WE HAD TO TURN ABOUT 25 DEGS R TO AVOID WX. ABOUT THE TIME WE FINISHED THE TURN, I GOT A HOLD OF CTR AND LET HIM KNOW WE TURNED. HE SEEMED INCREDULOUS AND UPSET THAT WE HAD TURNED WITHOUT HIS PERMISSION, HOWEVER WE HAD NO CHOICE. WE RESUMED COURSE AFTER 20-30 MI, BUT ZIGZAGGING ALL THE WAY TO DEN. 2 PROBS WERE AT WORK HERE: DUE TO LIMITATIONS OF COM SYS OUR REQUESTS WENT UNHEARD FOR A CRITICAL LENGTH OF TIME. (WE WERE APPARENTLY STEPPED ON BY OTHER XMISSIONS. THERE SEEMS TO BE A REAL BREAKDOWN IN COMS BTWN CTLRS WHEN IT COMES TO THE BIG PICTURE. QUITE OFTEN YOU WILL BE ADVISED BY ATC TO DEVIATE ONE WAY, ONLY TO FIND OUT YOU'VE STEPPED INTO A MINE FIELD OF WX IN THE NEXT CTLR'S SECTOR DOWN LINE (WHETHER THAT BE 100 MI OR 1000 MI AWAY). A SIMILAR PROB EXISTS WITH WX REROUTES (SWAP ROUTES, EG). BY THE TIME YOU GET TO THE NEW RTE, THE ORIGINAL RTE IS CLR AND THE NEW RTE NOW HAS WX PROBS. I WOULD HAVE TO ATTRIBUTE THIS SIT TO THE CTLR'S LACK OF GOOD WX DATA AVAILABLE AND A LACK OF KNOWLEDGE OF THE NATURE OF TSTM LIFE CYCLE AND MOVEMENT. WE ARE OFTEN DEPENDENT ON ATC FOR LONG RANGE PLANNING AROUND WX, AS AIRBORNE RADAR CAN BE DIFFICULT TO USE BEYOND 100 MI OR SO, ESPECIALLY IF THERE IS LITTLE MOISTURE PRESENT. SUPPLEMENTAL INFO FROM ACN 443376: THE CAPT TOLD ME TO MAKE A SLIGHT TURN TO THE R TO AVOID THE WX. ABOUT THEN, ATC CALLED AND ASKED US WHAT WE WERE DOING, ACCUSING US OF TURNING INTO TFC (WE SAW HIM ON TCASII APPROX 15 MI AWAY). ATC ARGUED WE WERE ABOUT TO CREATE AN EMER SIT, TO WHICH THE CAPT SAID IF WE NEEDED TO DECLARE AN EMER WE WOULD, BUT WE WEREN'T GOING TO FLY 100 PLUS PAX AND CREW THROUGH A TSTM. THIS 'DISCUSSION' ON THE RADIO WAS NOT VERY PROFESSIONAL, AND TENSIONS ON BOTH ENDS MIGHT HAVE BEEN ALLEVIATED IF ATC HAD BEEN MORE WILLING TO WORK WITH US AND HAVING LESS OF AN ACCUSATORY ATTITUDE.

Synopsis :

AN ACR FLC FLYING B737 TO DEN ENCOUNTERS WX ENRTE AND IS UNABLE TO COMPLY WITH ATC INSTRUCTIONS.

Time

Date : 199907

Day : Wed

Local Time Of Day : 1201 To 1800

Place

State Reference : IL

Altitude.MSL.Single Value : 31000

Aircraft / 1

Controlling Facilities.ARTCC : ZMA.ARTCC

Person / 1

Function.Flight Crew : Second Officer

ASRS Report : 442900

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 442892

Person / 3

Function.Flight Crew : First Officer

ASRS Report : 442901

Person / 4

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Inflight Encounter : Weather

Independent Detector.ATC Equipment.Other ATC Equipment : RADAR

Independent Detector.Other.ControllerA : 4

Resolutory Action.Flight Crew : Returned To Intended or Assigned Course

Resolutory Action.Controller : Issued Alert

Resolutory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Aircraft

Problem Areas : Airspace Structure

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

LOCATION: GOING DIRECT NEPTA OVER GULF. GOING DIRECT NEPTA WE ASKED FOR A R DEV DUE TO WX. ATC ASKED HOW FAR TO THE R WE NEEDED TO GO. WE RESPONDED 15 MI. ATC SAID OK. SHORTLY THEREAFTER, AFTER DEVIATING NO MORE THAN 3-5 MI R OFF COURSE WE WERE TOLD TO SQUAWK 7700 BECAUSE WE WERE WITHIN 2 MI OF ACTIVE MIL AIRSPACE. WE SET 7700 AND TURNED BACK TO THE L. NO EMER WAS DECLARED. NO FURTHER COM TOOK PLACE BTWN US AND ATC REGARDING THE EVENT. SUPPLEMENTAL INFO FROM ACN 442892: WE HAD CLRNC TO DEVIATE TO THE N OF J86 AROUND WX AND GO DIRECT NEPTA WHEN ABLE. A LITTLE LATER ATC ADVISED US THE WARNING AREA WAS 2 MI N AND TOLD US TO SQUAWK 7700. WE WERE IN A TURN BACK TO NEPTA AT THE TIME. SHORTLY AFTER THE COMPLETION OF THE TURN ATC RETURNED US TO OUR ORIGINAL SQUAWK.

Synopsis :

A B727 FLT STRAYS FURTHER TO THE R OF ITS PLANNED DEV HEADING FOR TSTM ACTIVITY AND GETS AN ALERT AND XPONDER CHANGE FROM ATC WHO THOUGHT THEY WERE GOING TO PENETRATE THE WARNING AREA N OF THEM.

Time

Date : 199907

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : GRB.Airport

State Reference : WI

Altitude.MSL.Single Value : 7500

Component / 1

Aircraft Component : ILS/VOR

Aircraft Reference : X

Problem : Failed

Component / 2

Aircraft Component : VHF

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 335

Experience.Flight Time.Last 90 Days : 34

Experience.Flight Time.Type : 288

ASRS Report : 443404

Person / 2

Function.Other Personnel : FSS Specialist

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Inflight Encounter : VFR In IMC

Anomaly.Non Adherence : FAR

Anomaly.Other Anomaly : Loss Of Aircraft Control

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Declared Emergency

Resolutory Action.Flight Crew : Diverted To Alternate

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

I WAS SE OF RHINELANDER, WI AT 7500 FT VFR AND WAS AWARE OF A LINE OF WX RPTD FROM MASON CITY, IA TO MARQUETTE, MI. APPROX 70 MI N OF GREEN BAY, WI, I CALLED FSS ON 122.55 AND REQUESTED WX UPDATE. I WAS ADVISED THAT VFR CONDITIONS SHOULD PREVAIL ON INTO GREEN BAY ARPT. APPROX 60 MI N OF GREEN BAY I ENCOUNTERED LIGHT RAIN WHICH TURNED INTO STRONG TURB. I CALLED FSS AND RPTD DISORIENTATION AND DIFFICULTY IN HOLDING COURSE AND ALT. FSS WAS EXTREMELY HELPFUL AND REQUESTED I SQUAWK 7700. THEN MY RADIO WENT OUT AND MY VOR, WHICH WAS CAUSED BY MOISTURE COMING IN FROM WING VENTS. I HAD GREAT DIFFICULTY REDUCING ALT DUE TO RAPIDLY RISING AIR. GRADUALLY I WAS ABLE TO GET DOWN TO 5000 FT WHICH PLACED ME BACK UNDER THE WX AND INTO VFR CONDITIONS AND OUT OF THE DEVELOPING TSTM. PORTABLE GPS WAS ONLY NAVAID WHICH INDICATED CLOSEST ARPT TO BE MARINETTE/MENOMINEE MI WHICH WAS APPROX 15 MI. I LANDED WITHOUT RADIO ASSISTANCE. I PHONED GREEN BAY FSS AT ONCE AND RPTD CONCLUSION OF EMER FLT. GREEN BAY FSS WAS COURTEOUS, HELPFUL AND MADE A MAJOR EFFORT TO DETERMINE OUR CONDITION AND SAFETY. THEY SHOULD BE PRAISED FOR THEIR EFFORTS. RADIO HAS BEEN REPAIRED -- ALSO I HAVE ENROLLED IN A PROGRAM FOR ADDITIONAL INST TRAINING.

Synopsis :

CESSNA PLT FLIES INTO RAIN, TURB AND TSTM ON VFR FLT. EMER DECLARED AND FLT SVC GIVES ASSIST TO SUCCESSFUL OUTCOME.

Time

Date : 199907

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : AGS.Airport

State Reference : GA

Altitude.AGL.Bound Lower : 9000

Altitude.MSL.Bound Upper : 23000

Environment

Flight Conditions : IMC

Component / 1

Aircraft Component : Weather Radar

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 7000

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 4000

ASRS Report : 443409

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly : Loss Of Aircraft Control

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Regained Aircraft Control

Resolatory Action.Controller : Issued New Clearance

Consequence.Other : Aircraft Damaged

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

AUGUSTA (AGS) WAS USING RWY 17. WX (TSTMS) WERE S OF THE ARPT AND WE WERE PAINTING IT ON RADAR. AFTER DEP, WE ASKED FOR TURN TO THE NW, AND RECEIVED THAT AND A CLB TO FL180. AT APPROX 9000 FT AGL, WE WENT IMC AND EXPERIENCED RAIN AND MODERATE TURB. WE STOPPED PAINTING WX AS WE ROLLED OUT ON A 330 DEG HDG, BUT WERE STILL IMC, AND BEGAN TO GET MORE SEVERE TURB. WE ASKED FOR A HIGHER ALT BUT THE CTLR SAID WE HAD LOST MODE C. AT THIS POINT, WE WERE UNABLE TO MAINTAIN ALT (FL180) DUE TO UPDRAFTS IN EXCESS OF 4000 FPM. WE WERE ENCOUNTERING MODERATE ICE (RIME) AND MODERATE TO SEVERE TURB. WE RELAYED THIS TO ATC AND ASKED FOR A TURN WHEN ABLE (FURTHER N). THE UPDRAFTS LESSENED AFTER APPROX 2-3 MINS, BUT THEY HAD PUSHED US TO FL220. WE WERE THEN ASKED BY ATC IF AND WHEN WE COULD TURN L ON COURSE, AND GIVEN FL230. ABOUT 2 MINS LATER WE BEGAN TO BREAK OUT, AND WERE ABLE TO RESUME COURSE S TO PIE (DEST) AND GIVEN DIRECT HEADING. THE RADAR EQUIP WAS APPARENTLY FUNCTIONING PROPERLY. UPON LNDG AT PIE, WE DISCOVERED THAT THE NOSE CONE HAD BEEN DAMAGED BY HAIL. WE BELIEVE THAT WE HAD RESPONDED TO THIS SIT AS WELL AS POSSIBLE, MAINTAINING AIRSPD, HEADING, AND NOT TRYING TO CHASE ALT. THE UPDRAFTS WERE EXCESSIVE. ALL ICE PROTECTION HAD BEEN TURNED ON, BUT THE RADAR SIGNATURE WAS PROBABLY INTERFERED WITH DUE TO THE DAMAGED NOSE CONE. OUR WX BRIEFING FROM FSS HAD SUGGESTED A NW COURSE TO AVOID THESE STORMS, AND WITH RADAR WE TOOK THAT COURSE, NOT KNOWING THAT THE RADAR HAD POSSIBLY MALFUNCTIONED.

Synopsis :

LTT CREW ENCOUNTERS TSTM AFTER DEP FROM AGS.

Time

Date : 199907

Day : Tue

Local Time Of Day : 0601 To 1200

Place

State Reference : LA

Altitude.MSL.Single Value : 310

Environment

Flight Conditions : Mixed

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 8500

Experience.Flight Time.Last 90 Days : 75

Experience.Flight Time.Type : 100

ASRS Report : 443470

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Resolutory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ON JUL/XA/99 AT XA50, WE DEPARTED NEW ARPT ON AN IFR FLT TO IAH ARPT WITH A CLRNC TO LAKE CHARLES VOR, SABINE VOR, SABINE 5 ARR TO IAH. FOLLOWING TKOF, WE FOUND IT NECESSARY TO DEVIATE AROUND NUMEROUS TSTMS AND WERE GIVEN THE CLRNC TO DEVIATE AS NECESSARY BY NEW ORLEANS DEP. AFTER BEING HANDED OFF TO ZHU, WE WERE RERTED DIRECT SABINE VOR, SABINE 5 ARR TO IAH. WE ADVISED ZHU THAT WE WOULD NEED DEVS FOR WX AND RECEIVED A CLRNC TO DEVIATE AS NECESSARY, DIRECT SABINE VOR WHEN ABLE. WE WERE ON A HDG OF 250 DEGS AND LEVEL AT FL280 WHEN ZHU GAVE US A FURTHER CLB TO FL310. AFTER LEVELING AT FL310 AND STILL DEVIATING FOR A LINE OF INTENSE TSTMS AND BUILDUPS WE STARTED RECEIVING WEAK AND BROKEN XMISSIONS FROM ZHU. WE SQUELCHED OUR RADIO AND REQUESTED A DIFFERENT FREQ BUT APPARENTLY ZHU WAS HAVING A PROB RECEIVING OUR XMISSIONS. WE TRIED OUR OTHER RADIO BUT HAD THE SAME RESULTS. WE WERE ABLE TO RECEIVE PARTS OF A REVISED CLRNC THAT ZHU WAS TRYING TO GET TO US. THE CLRNC WAS TO LAKE CHARLES VOR WITH THE DAISSETTA ARR TO IAH, MAINTAIN FL310. APPARENTLY OUR CLRNC WAS REVISED DUE TO THE INTENSE WX OVER SABINE AND THE SABINE 5 ARR. AT THIS TIME, WE WERE ON THE SOUTHERN SIDE OF THIS INTENSE WX AND WERE TRYING TO ADVISE ZHU THAT WE WERE UNABLE TO PROCEED DIRECT LAKE CHARLES DUE TO WX BUT COULD GET AROUND THE END OF THE WX WITH A HDG OF 040 DEGS, FOLLOWED BY A TURN DIRECT TO LAKE CHARLES ONCE CLR. OUR APPROX POS WAS 35-40 NM SE OF LAKE CHARLES VOR, FL310, HDG 250 DEGS. THE RADIO RECEPTION AND XMISSION WITH ZHU WAS GETTING WEAKER AND MORE BROKEN. UNDER THE BELIEF THAT I WAS STILL CLRED TO DEVIATE AS NECESSARY, I COMMENCED A R TURN TO 040 DEGS TO CLR THE END OF THE LINE OF TSTMS THAT I BELIEVED WAS CAUSING OUR RADIO PROBS. I BELIEVED THIS TO BE THE SAFEST AND MOST EXPEDITIOUS MANNER TO COMPLY WITH ZHU. NO TA'S OR CONFLICTS WERE NOTED ON OUR TCASII. AFTER CLRING THE END OF THE WX, WE IMMEDIATELY TURNED BACK TO LAKE CHARLES VOR (APPROX 280 DEG HDG), OUR RADIO RECEPTION IMPROVED AND CONTACT WITH ZHU WAS RE-ESTABLISHED. THE CTR CTLR ADVISED US THAT WE NEEDED A CLRNC TO DEVIATE. I ADVISED THE CTLR THAT IT IS MY BELIEF THAT WE HAD CLRNC TO DEVIATE. THE REST OF THE FLT TO IAH WAS UNEVENTFUL. IN RETROSPECT, I BELIEVE THAT THERE WERE A NUMBER OF FACTORS IN THIS EVENT. THE WX WAS THE MAIN FACTOR FOLLOWED BY THE WEAK AND BROKEN RADIO RECEPTION AS WELL AS XMISSIONS. IF I COULD HAVE BEEN RERTED PRIOR TO DEVIATING AROUND THE SOUTHERN SIDE OF THIS WX, IT WOULD HAVE PREVENTED THIS EVENT. IN THE FUTURE, AND IN A SIMILAR SIT, I FEEL THAT IT WOULD BE BEST TO CONTINUE DEVIATING AS I WAS UNTIL RADIO COMS COULD BE RE-ESTABLISHED AND FURTHER CLRNCS RECEIVED.

Synopsis :

CPR CREW DEVIATES AROUND WX WHILE HAVING COMS PROBS WITH CTR. CTR QUESTIONS DEVS WITHOUT CLRNC.

Time

Date : 199907

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ROC.Airport

State Reference : NY

Altitude.MSL.Single Value : 2500

Aircraft / 1

Controlling Facilities.Tower : ROC.Tower

Make Model : Cessna 150

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1200

Experience.Flight Time.Last 90 Days : 12

Experience.Flight Time.Type : 220

ASRS Report : 444119

Person / 2

Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 2

Resolutory Action.Flight Crew : Diverted To Another Airport

Resolutory Action.Flight Crew : Landed As Precaution

Resolutory Action.Controller : Provided Flight Assist

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

I WAS FLYING HOME AFTER AN EVENING OF FLYING IN BEAUTIFUL WX. A SEVERE STORM CAME UP AND I TRIED TO MAKE IT HOME. I GOT AS FAR AS A NEIGHBORING ARPT AND THEIR LIGHTS WOULD NOT COME ON. IT WAS BECOMING QUITE TURBULENT AS THE STORM GOT CLOSER. I HAD TO TURN AND RUN. I WAS SKIRTING ROCHESTER CLASS C TRYING TO READ MY SECTIONAL FOR FREQS. THE PLANE IS EQUIPPED WITH RED LIGHT ONLY (IT'S A RENTAL). IT WAS IMPOSSIBLE TO READ THE MAP IN THE LIGHTING AND THE BY NOW SEVERE TURB. THE TWR HAD BEEN WATCHING ME AND BEGAN SIGNALING ME WITH THE LIGHT GUN TO COME ON IN. I HAD BEEN FLYING WITH FULL LIGHTS SO I ACKNOWLEDGED HIS GUN BY BLINKING MY LNDG LIGHTS AND CAME ON IN. I TAXIED TO THE FBO AND CALLED THE TWR. HE TOLD ME I'D DONE GREAT AND EVERYTHING WAS FINE. I'M FILING BECAUSE THE PLANE OWNER ADVISED IT.

Synopsis :

VFR C150 PLT CAUGHT BY APCHING STORM ENCROACHES ON CLASS C AIRSPACE. ALERT CTLR USES LIGHT SIGNALS TO GIVE LNDG CLRNC AND HELPS A BAD SIT.

ACN: 444415

Time

Date : 199907

Day : Thu

Local Time Of Day : 0601 To 1200

Place

State Reference : OH

Altitude.MSL.Single Value : 11200

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZID.ARTCC

Make Model : Centurion/Turbo Centurion 210c

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1400

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 225

ASRS Report : 444415

Person / 2

Function.Controller : Radar

Events

Anomaly.Inflight Encounter : Weather

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Landed As Precaution

Supplementary

Problem Areas : Weather

Narrative :

FLYING ACROSS OHIO TOWARD FWA, THERE WERE SCATTERED TSTMS. VISUAL AVOIDANCE WAS NO PROB AT 10000 FT MSL. THEN, WITH BRIGHT BLUE SKY ABOVE, CLOUD TOPS ROSE TO ABOUT 11000 FT. TO SEE FURTHER AHEAD, I REQUESTED A CLB TO 12000 FT. DURING THIS CLB, I ENTERED THE CLOUDS AND, APPARENTLY, A STORM CELL. UPDRAFTS AND DOWNDRAFTS OF 4000-5000 FPM CAUSED ME TO CHANGE ALT AND DECLARE AN EMER. ATC HELPED BY VECTORING ME TO MFD WHERE I LANDED WITHOUT INCIDENT. MY RULE FOR FLYING IF ISOLATED OR SCATTERED TSTMS EXIST IS TO ALWAYS REMAIN VISUAL TO STEER WELL CLR. IN THIS CASE, I BROKE THE RULE FOR ABOUT 1 MIN AND GOT CLOBBBERED. THE SIT WAS DECEPTIVE WITH BLUE SKY ABOVE MY POS (NOTHING ABOVE 11000 FT VISIBLE). JUST BEYOND WHAT I COULD SEE WAS SOMETHING MUCH LARGER. CLBING UP TO SEE WHAT WAS HAPPENING WAS AN OK STRATEGY, BUT IT SHOULD HAVE COMMENCED EARLIER.

Synopsis :

C210 PLT ENCOUNTERED CONVECTIVE ACTIVITY.

Time

Date : 199906

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : ZID.ARTCC

State Reference : IN

Aircraft / 1

Controlling Facilities.ARTCC : ZID.ARTCC

Make Model : B767 Undifferentiated or Other Model

Person / 1

ASRS Report : 445056

Person / 2

Function.Oversight : Flight Attendant In Charge

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.None Taken : Anomaly Accepted

Consequence.Other : Physical Injury

Supplementary

Problem Areas : Aircraft

Problem Areas : Cabin Crew Human Performance

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WE WERE GETTING READY TO LAND IN INDIANAPOLIS (AN UNSCHEDULED LNDG) BECAUSE WE WERE RUNNING OUT OF FUEL DUE TO STORMS IN THE ORD AREA (OUR SCHEDULED LNDG CITY). WE RAN INTO TURB. I WAS GETTING INTO THE CLOSEST WHEN IT HIT. I TURNED AROUND TO GET TO THE JUMP SEAT AND WAS THROWN AGAINST THE LAVATORY DOOR. MY HAND FLEW BACK AND I HIT THE #1 FLT ATTENDANT ABOVE THE EYE WITH MY RING. HE COULD NOT WORK FOR THE REMAINDER OF THE FLT. I WAS NOT HURT.

Synopsis :

FLT ATTENDANT RPT, B767, LAX-ORD, TSTM, DIVERT TO IND TO REFUEL, TURB, FLT ATTENDANT INJURED.

Time

Date : 199908

Day : Sun

Local Time Of Day : 1201 To 1800

Place

State Reference : CO

Altitude.MSL.Single Value : 37000

Environment

Flight Conditions : IMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 14000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 1800

ASRS Report : 445448

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Resolatory Action.Controller : Separated Traffic

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

DURING CRUISE WE RECEIVED THE OK TO DEVIATE TO THE S OF TSTMS ALONG OUR RTE OF FLT. AS WE PROCEEDED TO DEVIATE TO THE S, THE HOLE WE HAD BEEN HEADING TOWARD SUDDENLY CLOSED. TO AVOID CERTAIN SEVERE TURB ASSOCIATED WITH THE LINE OF TSTMS, IT BECAME CLR THAT A N DEV WOULD BE NECESSARY. THE CTLR WAS UNABLE TO PROVIDE CLRNC TO THE N. WE BEGAN A TURN TO THE N USING OUR EMER AUTH. THE CTLR WAS ABLE TO GET ANOTHER ACFT TO TURN SO AS TO AVOID A CONFLICT JUST AS WE WERE ESTABLISHING A TURN TO THE N. IN RETROSPECT, I CAN'T THINK OF HOW I COULD HAVE PERFORMED BETTER IN VIEW OF HOW FAST THE TSTMS WERE GROWING ALONG OUR PROPOSED RTE.

Synopsis :

CAPT OF AN LGT DECLARED HIS EMER AUTH AFTER TURNING OFF ASSIGNED TO AVOID WX.

ACN: 445651

Time

Date : 199908

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : IAD.Airport

State Reference : VA

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : IAD.TRACON

Make Model : B757 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 445651

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

TSTMS IN AREA WASHINGTON. DEP ON 120.65 ASKED US TO TURN INTO A LINE OF TSTMS NW OF IAD. TOLD ATC WE WOULD NEED A DEV TO THE S FOR APPROX 35 MI DUE TO A LINE OF TSTMS. ATC WOULD NOT LET US TURN AWAY FROM THE STORMS. WE ASKED ATC FOR THE DEV 3 TIMES AND THEY STILL WOULD NOT LET US DEVIATE. EXERCISED EMER AUTH TO KEEP OUT OF THE LINE OF TSTMS. DEVIATED TO THE S FOR APPROX 35 MI AND THEN TURNED BACK ON COURSE.

Synopsis :

CAPT OF A B757 EXERCISED EMER AUTH TO DEVIATE AROUND A LINE OF TSTMS SINCE ATC COULD NOT PROVIDE A HEADING TO CLR THE WX DUE TO TFC.

ACN: 445741

Time

Date : 199908

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : ZLC.ARTCC

State Reference : UT

Altitude.MSL.Single Value : 12000

Environment

Flight Conditions : IMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 14200

Experience.Flight Time.Last 90 Days : 630

Experience.Flight Time.Type : 7000

ASRS Report : 445741

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 6000

Experience.Flight Time.Last 90 Days : 160

Experience.Flight Time.Type : 1000

ASRS Report : 445743

Person / 3

Function.Controller : Radar

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Diverted To Alternate

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Weather

Narrative :

ACR FLT WAS DISPATCHED FROM PHX TO SLC WITH NO ALTERNATE FUEL AND ONLY 45 MINS (3500 LBS) OF CONTINGENCY FUEL. RAPID DEVELOPING TSTMS WITH TORNADOES IN SLC NECESSITATED A DIVERSION TO GJT. THE DIVERSION WAS COORDINATED WITH OUR FLT CTL. THE FUEL BURN FROM THE FFU VOR TO GJT WAS 2700 LBS. OVER FFU, WE ESTIMATED THAT OUR LNDG FUEL WAS GOING TO BE 3000 LBS +/-100 LBS. I INFORMED ZLC THAT WE WOULD BE EMER FUEL UPON ARR IN GJT. THE FLT TO GJT WAS UNEVENTFUL AND WE LANDED WITH 3000 LBS OF FUEL.

Synopsis :

A B737-300 FLC ENCOUNTERED RAPIDLY DEVELOPING TSTMS NEAR SLC AND DIVERTED TO GJT AFTER DECLARING A FUEL EMER.

Time

Date : 199908

Day : Sat

Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : ZNY.ARTCC

State Reference : NY

Altitude.MSL.Bound Lower : 17000

Altitude.MSL.Bound Upper : 17700

Environment

Flight Conditions : IMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 446289

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 446290

Person / 3

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ALTDEV. MANEUVERING FOR WX DURING DEP FROM ISP AT 17000 FT ACFT ENCOUNTERED A CELL WITH MODERATE TURB AND MODERATE TO HVY PRECIP. RADIO ALTIMETER DISPLAY APPEARED, A GPWS AUDIO WARNING SOUNDED AND A WINDSHEAR ALERT DISPLAYED RED ON THE PFD WITH THE ASSOCIATED AURAL WARNING. THE AUTOPLT DISENGAGED ITSELF. THE ACFT CLBED ABOUT 700 FT DURING THE ENCOUNTER. NEW YORK DEP CTL WAS NOTIFIED OF THE ALTDEV WHILE THE ACFT WAS RETURNED TO THE PREVIOUSLY ASSIGNED ALT OF 17000 FT. SUPPLEMENTAL INFO FROM ACN 446290: AUTOPLT ON IN A L TURN TO AVOID WX AND ENCOUNTERED MODERATE TURB AND HVY RAIN. RADIO ALTIMETER BECAME ACTIVE WITH A SUBSEQUENT GPWS ALERT 'TOO LOW.' AUTOPLT DISENGAGED, THEN RECEIVED A WINDSHEAR ALERT (RED) AND THE AIRPLANE CLBED TO 17700 FT, RECOVERED BACK TO OUR ASSIGNED ALT AND NOTIFIED ATC.

Synopsis :

FK10 CREW ENCOUNTERED CONVECTIVE ACTIVITY.

Time

Date : 199908

Day : Tue

Local Time Of Day : 1201 To 1800

Place

State Reference : SD

Altitude.MSL.Bound Lower : 33000

Altitude.MSL.Bound Upper : 43000

Environment

Flight Conditions : IMC

Person / 1

Function.Instruction : Instructor

Experience.Flight Time.Total : 1700

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 250

ASRS Report : 446462

Person / 2

Function.Instruction : Trainee

Person / 3

Function.Instruction : Trainee

Person / 4

Function.Controller : Radar

Person / 5

Function.Instruction : Instructor

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly : Loss Of Aircraft Control

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Diverted To Alternate

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Flight Crew : Regained Aircraft Control

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Aircraft Damaged

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

FORECAST: CLR WITH SOME BUILDUPS APPROX 50 MI SW OF THE RTE OF FLT, FLT LEVEL WINDS, WESTERLY 25-40 KTS. ON DEP FOR THE RETURN LEG OF THE STUDENT SOLO OUT-AND-BACK, X (THE MIDDLE CTL SHIP) RECEIVED AN AMENDED CLRNC ALTERING THE RTE OF FLT APPROX 15 DEGS TO THE E WHICH THE LEAD CTL SHIP ESTIMATED WOULD AVOID SOME BUILDING WX. HOWEVER, NO NOTICE OF RPTD BUILDUPS WERE PASSED ALONG BY ATC, EVEN THOUGH THEY WERE SPECIFICALLY QUERIED BY THE MISHAP ACFT. THE MIDDLE CTL SHIP HAD 3 LUMP ZULU'S (SOLO STUDENTS) IN FRONT AND 3 BEHIND, ALTHOUGH THERE WERE ONLY 2 LUMPS ON THE SAME FREQ. THE ONE IMMEDIATELY IN FRONT OF AND BEHIND THE MIDDLE CTL SHIP. THIS WAS DUE TO TYPICAL SVCING AND STUDENT PREFLT DELAYS. X OBSERVED HIGH LEVEL CIRRUS TYPE CLOUDS AHEAD AND ASKED CTR IF THEY WERE GETTING ANY RETURNS ON THEIR RADAR. CTR RPTD NONE. X ATTEMPTED TO CONTACT THE LUMP IN FRONT ALTHOUGH THIS WAS QUICKLY ABANDONED DUE TO FREQ CONGESTION AND THE REALIZATION THAT THE SOLOS WERE APCHING WX THAT THEY COULD NOT CRUISE THROUGH (IMC). ALTHOUGH THERE WERE 25-50 MI BTWN THE 3 ACFT, CTR WOULD NOT ALLOW ALL 3 TO CLB TO THE REQUESTED ALT (FL370) AS FILED ON THE DD-175. X BEGAN REQUESTING HIGHER AND DEV E OF COURSE WAS APPROVED. CTR BEGAN INCREMENTALLY CLBING THE JETS WITH THE LUMP IN FRONT AND BEHIND RECEIVING THE HIGHER ALTS (Y AT FL370 IN FRONT AND Z AT FL410 FOR THE LUMP IN BACK). X ENTERED THE CIRRUS LAYER AT FL330. THIS DID NOT PRESENT A PROB AS THERE WERE NO BUILDUPS OR DARK CLOUDS OBSERVED, ALTHOUGH THE DUAL CREW THAT LAUNCHED AT THE END OF THE TRAIN RPTD AN EASILY RECOGNIZABLE TSTM WHEN THEY ARRIVED AT THE LOCATION ONLY 30 MINS LATER. X CONTINUED TO ASK FOR HIGHER ALTS AND WERE CLRED TO FL390. X HEARD THE LUMP AHEAD OF HIM REQUEST HIGHER IMMEDIATELY FOR WX AND WAS ABOUT TO DECLARE AN EMER FOR THE LUMP WHEN HE ENCOUNTERED HAIL. X HAD BEGUN A MIL PWR CLB AND WAS PASSING FL340 AT MACH .95. TSTM PENETRATION AIRSPD FOR THE T38 IS 280 KTS AND WAS SHOWING ABOUT 300 KTS AT THAT ALT. X IMMEDIATELY DECLARED AN EMER. THE NOSE STARTED TO PITCH UP THROUGH APPROX 5 DEGS NOSE HIGH WHICH CAUSED THE AIRSPD TO BLEED OFF DESPITE THE PLT APPLYING FULL FORWARD STICK RESULTING IN A NEGATIVE 1.5 G PUSHOVER. THE UPDRAFT OF THE EMBEDDED TSTM WAS SO INTENSE THAT THE VVI WAS PEGGED AT A 6000 FPM RATE OF CLB EVEN WITH THE AGGRESSIVE PUSHOVER. MAX NEGATIVE G LIMIT FOR THE FUEL WT WAS ABOUT NEGATIVE 2.5, HOWEVER AT THAT ALT THERE WAS LIMITED NEGATIVE PITCH AUTH EVEN WITH MAX 'SLAB' DEFLECTION. THE PLT MONITORED THE ENGS AND THEY WERE WORTH EVERY PENNY SPENT ON MAINT AS THEY NEVER MISSED A BEAT. THE JET WAS THROWN INTO THE CLR PASSING ABOUT FL400 AND APEXED A LITTLE OVER FL430. AIRSPD WAS MACH .65 INDICATING 220 KTS. NEEDLESS TO SAY, AN IMMEDIATE DSCNT FOLLOWED AS THE PLT MAX PERFORMED THE JET TO MINIMIZE ALT LOST. THERE WAS NO WX BELOW AND WHEN THE PLT LOOKED BACK HE COULD SEE A DARK BOILING CLOUD WHICH WOULD SOON WATER A GOOD PORTION OF THE AMERICAN WESTERN PLAINS. X WAS IN THE WX FOR LESS THAN 4 MINS. DURING THE UNCOMMANDED CLB, X HEARD THE LUMP IN FRONT OF HIM DECLARE AN EMER AND CTR SAID HE WAS NOW 50 MI BEHIND US AS HE HAD ATTEMPTED TO AVOID SOME GROWING CONVECTIVE CLOUDS AND ENDED UP APPROX 270 DEGS OFF OF COURSE AND HE WAS ASKING TO TALK TO HIM. HE MET HIM ON THE SQUADRON COMMON FREQ, ASSESSED HIS CONDITION, GAVE HIM A GAME PLAN, AND GOT BACK TO CTR. NOTED DENTS AND MISSING PAINT ON THE LEADING EDGES OF THE WINGS AND VERT STABILIZER. TOLD CTR THAT HE AND THE LUMP WERE GOING DIRECT TO VANCE AFB AND HE INSTRUCTED CTR THAT ALL FOLLOWING LUMP AND DUKE ACFT SHOULD STAY WELL E OF THE PLANNED RTE OF FLT, ALTHOUGH THIS WAS APPARENTLY NEVER PASSED ON TO THEM. X CONTACTED THE SUPVR OF FLYING AND INFORMED HIM OF THE SIT AND STATUS OF THE ACFT THAT HE WAS AWARE OF. THE LUMP THAT WAS ORIGINALLY BEHIND HAD BEEN CLRED TO THE ALT THAT WAS ORIGINALLY REQUESTED FOR ALL 3 JETS. HE CLBED TO FL410 WHERE HE COULD SEE THE CONVECTIVE ACTIVITY AND HAD AVOIDED IT ALTOGETHER. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR INDICATED THAT HE WAS PART OF AN 8 ACFT XCOUNTRY OP THAT HAS A WORKING AGREEMENT WITH ARTCC THAT ALLOWS STUDENT NON IFR RATED PLTS INTO THE CLASS A AIRSPACE. THEY ARE LED BY AN INSTRUCTOR, HAVE AN INSTRUCTOR BTWN ACFT AND ONE TO FOLLOW THE GROUP. SPACING BTWN ACFT ON THE ROUTING IS SUPPOSED TO BE 25-50 MI. THE STUDENTS ARE ESSENTIALLY ALONE AND SOLO BUT HAVE THE BACKUP IN THE AREA. RPTR INDICATED THAT IT IS A RECURRING PROB THAT THE ARTCC CTLR THAT WORKS THE FLTS IS USUALLY NOT AWARE OF HOW THE OP WORKS EVEN THOUGH THE LOA WITH THE MIL IS FILED FOR EACH OP. HE SUSPECTS THAT IT ONLY GETS FILED AND THE PERSON CTLING THAT DAY IS NOT INFORMED. RPTR INDICATES THAT COM IS A PROB BECAUSE OF THE USE OF UHF RADIO. THIS CAUSES CTLRS TO HAVE BLOCKED VHF XMISSIONS FROM OTHER ACFT. THERE IS ONLY 1 RADIO ON THE T38. RPTR IS ALSO CONCERNED THAT ARTCC IS NOT HELPFUL WITH WX AVOIDANCE ADVISORIES SINCE HIS ACFT HAS NO ON-BOARD RADAR. MIL REVIEWED INCIDENT WITH ARTCC.

Synopsis :

MIL XCOUNTRY TRAINING FLT INVOLVING SEVERAL AIRPLANES ENCOUNTERED TSTMS AND WX. SOME INVOLVED PLTS WERE NOT QUALIFIED FOR IMC FLT. SUPERVISORY ACFT SUSTAINED DAMAGE.

Time

Date : 199908

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DEN.Airport

State Reference : CO

Altitude.AGL.Bound Lower : 200

Altitude.AGL.Bound Upper : 300

Environment

Flight Conditions : IMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 13000

Experience.Flight Time.Last 90 Days : 210

Experience.Flight Time.Type : 4000

ASRS Report : 447241

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Experience.Flight Time.Total : 2050

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 80

ASRS Report : 447428

Person / 4

Function.Controller : Local

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.Aircraft Equipment : GPWS

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Regained Aircraft Control

Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : Weather

Narrative :

WE WERE TOLD TO TURN L AND INTERCEPT THE RWY 17L LOC (WE WERE AT 20 MI AT THIS POINT GOING THROUGH THE LOC), WE INTERCEPTED AND I STARTED TO SLOW CALLING FOR FLAPS SO AS TO CROSS THE FAF ON SPD. I TOLD THE FO AND SO THAT I WAS GOING TO CARRY A LITTLE EXTRA SPD DUE THE CONDITIONS (5 KTS FOR A TOTAL OF 10 KTS) AS THERE WAS RAIN BTWN US AND THE RWY, THE VISIBILITY WAS 2 1/2 MI ON ATIS. AT APPROX 1000 FT WE ENCOUNTERED VERY HVY RAIN THAT INTENSIFIED AS WE DSNDED ON THE GS, THE WIPERS WERE TURNED ON BUT HAD VERY LITTLE EFFECT. AT 100 FT ABOVE MINIMUMS THE ENGINEER CALLED APCHING MINIMUMS, AT 230 FT I DID NOT HAVE A VERY GOOD PICTURE OF THE RWY AND STARTED TO PUSH THE PWR UP, AT 200 FT I ELECTED TO GO AROUND AND APPLIED GAR THRUST CALLING FOR GEAR UP AND GAR FLAPS (I COULD MAKE OUT THE RWY AND LIGHTS HOWEVER IT WAS ONLY MOMENTARY BTWN WIPER SWEEPS AND I WAS AFRAID I MIGHT LOSE IT IF I HAD ELECTED TO CONTINUE WITH THE LNDG) WE TOLD THE TWR THAT WE WERE GOING AROUND. THE GEAR WAS UP AND THE FLAPS WERE SET FOR GAR WHEN WE GOT THE WINDSHEAR ALERT I APPLIED FIREWALL THRUST AND PITCHED UP TO APPROX 22 DEGS WE WERE ALREADY FLAPS AT 20 DEGS AND SPD WAS AT 140 KIAS THE AIRSPD HUNG UP AT 140 KIAS AND WE DID NOT CLB MUCH ABOVE 200 FT FOR 5 TO 10 SECONDS, THE TWR CALLED A CTR FIELD MICROBURST ALERT (WHICH I BELIEVE WE WERE IN THE MIDDLE OF) AFTER THE ENCOUNTER AND CLBING WE NOTIFIED THE TWR THAT WE HAD ENCOUNTERED A SEVERE WINDSHEAR, I CALLED FOR FLAPS 5 DEGS SPD OF 170 KTS. WE CAME AROUND AND HAD A NORMAL LNDG ON RWY 34. THE WINDSHEAR TRAINING WE ARE TRAINED WITH WAS VERY EFFECTIVE. SOME ADDITIONAL INFO I WOULD LIKE TO ADD, I BRIEFED THE POSSIBILITY OF WINDSHEAR AND WE WOULD GO AROUND IN THE EVENT OF A MICROBURST ALERT (I WANTED TO DIFFERENTIATE BTWN ADVISORIES AND AN ALERT) EVEN THOUGH IT WAS NOT ON THE ATIS. I ALSO CARRIED 5 KTS EXTRA WHICH IS SOMETHING I DO NOT NORMALLY DO, I HAD STARTED MY GAR AT APPROX 230 FT WHICH PUT US IN A BETTER POS WITH THE GEAR AND FLAPS SET WHEN WE ENCOUNTERED THE WINDSHEAR, IE, UPON THE ENCOUNTER WE WERE ALREADY CONFIGURED WITH THE GEAR, FLAPS AND PWR SET FOR GAR. SUPPLEMENTAL INFO FROM ACN 447428: WE HAD PROPERLY BRIEFED AND CONSIDERED THE WX AS WELL AS THE POSSIBILITY OF HAVING TO USE OUR ALTERNATE (COS). WE WERE NOT SURPRISED TO SEE THE TSTMS IN THE DENVER AREA, AND WERE AWARE OF THE POTENTIAL FOR WINDSHEAR. THE CAPT BRIEFED THE APCH AHEAD OF TIME AND WE ALL TALKED ABOUT OUR CONCERN WITH THE CLOSE PROX OF THE STORM TO THE AIRFIELD. BECAUSE OF THE LOCATION OF THE STORM, NEAR THE SE BOUNDARY, I BELIEVE TWR WAS NOT EXPERIENCING THE HVY RAIN. AS A RESULT, THEY WOULD HAVE BEEN IN A GOOD POS TO OBSERVE THE DEVELOPING RAIN SHAFT, LIGHTNING, AND GUST FRONT. THE BEST DECISION FROM A SAFETY STANDPOINT I BELIEVE WOULD HAVE BEEN TO CLOSE RWY 17L/R AND LAND ACFT ON RWY 16, WHICH WAS IN THE CLR. THE CAPT WAS USING THE SHIP'S RADAR TO TRY TO GET A GOOD IDEA OF THE SEVERITY OF THE STORM. HE SAID HE TILTED THE RADAR UP TO GET RID OF GND CLUTTER AND DIDN'T SEE ANY RED. HE THEREFORE, ELECTED TO CONTINUE, IN VIEW OF THE FACT THAT ANOTHER ACFT IN FRONT OF US LANDED WITHOUT PROB AND THERE WERE NO SEVERE WX RPTS COMING FROM THE TWR.

Synopsis :

A BOEING 727 FLC ENCOUNTERED A MICROBURST AND WINDSHEAR ON APCH TO DEN.

Time

Date : 199908

Day : Fri

Local Time Of Day : 1201 To 1800

Place

State Reference : CA

Altitude.MSL.Bound Lower : 16000

Altitude.MSL.Bound Upper : 17000

Environment

Flight Conditions : IMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 275

Experience.Flight Time.Last 90 Days : 46

Experience.Flight Time.Type : 179

ASRS Report : 447521

Person / 2

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WE DEPARTED SAN CARLOS (SQL) AT XX00 PM AND CLBED TO 15500 FT ON A DIRECT VFR RTE TO HOOD RIVER VIA RED BLUFF VOR (TO AVOID WHITMORE MOA) WITH FLT FOLLOWING. AFTER PASSING RED BLUFF VOR WE CLBED TO 15500 FT TO TAKE ADVANTAGE OF FAVORABLE WINDS FORECAST TO THE N AND TO GET ABOVE THE SMOKE THAT SEEMED TO BE RISING AHEAD WHERE THE TERRAIN AROUND SHASTA RISES. VISIBILITY DETERIORATED TO THE POINT THAT WE COULD BARELY SEE THE GND. IT WAS CLR THAT WE WOULD SOON BE IFR IF WE WERE NOT ALREADY. WE WERE WITH ZOA SO I CALLED IN AND ASKED FOR IFR CLRNC DIRECT TO HOOD RIVER WHICH WAS GRANTED AT 16000 FT. SHORTLY AFTER CLRNC WAS GRANTED WE TRANSITIONED FROM SMOKE TO CLOUDS AND STARTED TO PICK UP A THIN LAYER OF CLR ICE. THIS CONTINUED FOR ABOUT 8 MI WITH VERY LITTLE BUILDUP AND THEN WE HIT FREEZING RAIN AND SNOW. AT THE SAME TIME THE STORM SCOPE STARTED TO SHOW A LINE OF DISCHARGES DEAD AHEAD FOR 10-20 MI WHERE IT HAD PREVIOUSLY BEEN ABSOLUTELY CLR. WITH ICE COLLECTING AT A NOTICEABLE RATE AND TSTMS AHEAD I RPTED ICING AND ASKED FOR A 60 DEG R TURN TO TAKE US TO THE E AROUND THE TSTMS AND TOWARDS WHAT WAS NORMALLY DRIER AIR. WITHIN MINS WE WERE GETTING STRONG UP AND DOWN DRAFTS THAT MADE IT DIFFICULT TO MAINTAIN ALT AND IT BECAME CLR TO ME THAT WE COULD NOT AFFORD TO CONTINUE TO PICK UP ICE AND STAY IN THE AIR. I RPTED TO THE CTLR THAT WE WERE REVERSING COURSE BACK TO RED BLUFF BECAUSE OF ICE AND HE ASKED IF WE WANTED AN ALT CHANGE AS WELL. WE WERE GIVEN CLRNC TO CLB TO 18000 FT AND APPLIED FULL PWR BUT COULD NOT CLB AT 120 MPH WHICH I FELT WAS A MINIMUM SPD TO AVOID A STALL WITH 1/2 TO 3/4 OF AN INCH OF ICE. THE REAR ENG STARTED TO OVERHEAT (POSSIBLE LOW SPD NOSE UP FULL PWR ATTITUDE DID NOT PUSH ENOUGH AIR THROUGH THE REAR SCOOP AND ICE MAY HAVE SHUT DOWN SOME OF THE OPENING). WE WERE ALSO GETTING UNCOMMANDED ALT EXCURSIONS OF UP TO 1000 FT. I WAS LOADED UP WITH TASKS TRYING TO KEEP THE PLANE UPRIGHT, KEEP THE REAR ENG ALIVE AND HOLD A HEADING THAT WOULD TAKE US CLR OF THE STORM. AT ONE POINT I GLANCED AT THE ENG INSTS AND CAME BACK TO THE CTR OF MY SCAN TO FIND THE PLANE IN A 50 DEG R HAND BANK DSNDRG AT 2000 FPM -- TURB OR MY ERROR I DON'T KNOW -- THIS WAS THE ONLY MOMENT THAT REALLY SCARED ME. THE CTLR CALLED AND ASKED WHY WE WERE NOT AT THE ASSIGNED ALT. I RESPONDED THAT WE WERE UNABLE TO CLB AND WOULD LIKE A DSCNT. HE REMINDED ME THAT WE WERE STILL IFR AND NEEDED TO COMPLY WITH ALT ASSIGNMENTS AND THEN CLRED US FOR A DSCNT TO 13000 FT. WE SOON WERE CLR OF THE CLOUDS AND STARTED TO SHED THE ICE AT ABOUT 14000 FT. A RETURN TO OUR ORIGINAL COURSE AT AN ALT OF 11000 FT PUT US THROUGH SOME RAIN AND SMOOTH AIR AND OUT THE OTHER SIDE IN HAZY SMOKE. A NUMBER OF THOUGHTS: 1) I SHOULD IMMEDIATELY HAVE TAKEN ACTION TO AVOID THE ICE WHEN IT FIRST APPEARED -- WITH AN OUTSIDE AIR TEMP OF ABOUT -2 DEGS C A REQUEST FOR 2000 FT LOWER WOULD HAVE PROBABLY DONE THE TRICK. WE ARE TAUGHT TO CLB AND THAT WAS MY IMMEDIATE REQUEST, BUT IF I HAD THOUGHT ABOUT IT I HAD ENOUGH DATA TO COME UP WITH A BETTER SOLUTION. PERHAPS THE CTLR COULD HAVE PASSED ON INFO ON FORECASTED OR RPTED FREEZING LEVELS. I WAS ALSO UNPREPARED FOR IFR CONDITIONS AND HAD NOT DONE MY NORMAL IFR PREFLT PLANNING. SATELLITE PHOTOS, DUATS AND PAST EXPERIENCE SUGGESTED IT WOULD BE IFR ALL THE WAY. HAD I BEEN PREPARED I WOULD PROBABLY HAVE ASKED FOR LOWER. THE LESSON HERE IS ALWAYS PREPARE FOR THE WORST, PLAN YOUR OPTIONS BEFORE YOU LAUNCH. 2) MY DECISION TO CHANGE COURSE 60 DEGS WAS CALCULATED TO GET US AROUND THE STORM BUT STILL KEEP SOME VECTOR IN THE DIRECTION WE WANTED TO GO, THIS IS STUPID. I FAILED TO CONFESS TO MYSELF THAT OUR FLT PLAN COULD NO LONGER BE EXECUTED. I AM A RATIONAL PERSON AND ALWAYS THOUGHT THAT I WOULD NOT GET CAUGHT IN THE EGO TRAP, BUT I DIDN'T TURN AROUND BECAUSE I HATE TO TAKE NO FOR AN ANSWER. THIS IS A VALUABLE LESSON AND I HAVE NO IDEA HOW TO TEACH IT AS I HAVE READ ABOUT IT A DOZEN TIMES YET I STILL WENT OUT AND TRIED TO BULL MY WAY THROUGH. 3) I SHOULD HAVE TOLD THE CTLR THAT I WAS UNABLE TO MAINTAIN ALT BUT I WAS SO LOADED UP WITH TASKS AVIATING AND NAVING THAT COMMUNICATING WAS LOW ON THE PRIORITY LIST. THE CLAUSE THAT ALLOWS PLTS TO TAKE THE ACTION THEY FEEL IS REQUIRED TO GET OUT OF A JAMB WITHOUT SEVERE PENALTIES IS VERY IMPORTANT TO MAINTAIN -- IT ALLOWED ME TO TAKE THE ACTION I NEEDED TO WITHOUT FIRST GETTING PERMISSION. NEXT TIME I WILL SIMPLY KEY THE MIKE AND RPT I CAN'T HOLD ALT AS I AM SORTING OUT THE FLYING.

Synopsis :

A CESSNA SKYMASTER PLT FLEW INTO ICING CONDITIONS AND WAS UNABLE TO MAINTAIN ASSIGNED ALT NEAR RBL.

Time

Date : 199908
Day : Fri
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : RJTG.Airport
State Reference : FO
Altitude.MSL.Bound Lower : 36500
Altitude.MSL.Bound Upper : 37000

Environment

Flight Conditions : VMC

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 447924

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Relief Pilot

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation
Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Aircraft Equipment : Altitude Alert
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory Action.Flight Crew : Returned To Original Clearance

Supplementary

Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

GOT CLRNC AROUND WX FROM TOKYO RADIO, 50 NM TO N, NEEDED 75-80 MI TO GET AROUND WX. XMITTED LOCATION ON 121.5, 128.95. TURNED LIGHTS ON AND DSNDED 500 FT. STAYED IN VISUAL CONDITIONS, THEN RETURNED BACK ON COURSE.

Synopsis :

B747 WX AVOIDANCE ALTDEV ARR NARITA USING CAPT EMER AUTH.

Time

Date : 199909

Day : Mon

Local Time Of Day : 1801 To 2400

Place

State Reference : FL

Altitude.MSL.Single Value : 290

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 448338

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Radar

Person / 5

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Airspace Violation : Entry

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Other : Coord w/ muha

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

WE HAD BEEN CLRED DIRECT MAXIM FROM ZMA. TSTMS WERE NUMEROUS IN THE AREA. WE REQUESTED A DEV TO THE R OR N OF COURSE. ZMA ADVISED THEY WOULD RATHER HAVE A DEV TO THE S. WE ACCEPTED, BUT STATED THAT IT WOULD BE A MUCH LARGER DEV. THEY RESPONDED NO PROB. THE DEV TOOK US WELL OFF COURSE, AND AT ONE POINT, ZMA ASKED HOW MUCH FARTHER WE WOULD BE GOING. WE INFORMED THEM IT WOULD BE AT LEAST 10 MI, BUT WE WERE WORKING OUR WAY AROUND A LARGE OVERHANG, BUT WERE STARTING TO HEAD BACK TOWARDS MAXIM. MINS LATER, ZMA INFORMED US WE HAD ENTERED CUBAN AIRSPACE WITHOUT CLRNC. WE WERE TOLD THAT SHE WOULD HAVE TO WORK IT OUT WITH HAVANA CTR AND THEN HANDED US OVER TO THEM. HAVANA CTR WAS HAPPY TO HAVE US AND CLRED US DIRECT WHEN ABLE.

Synopsis :

ACR ENTERS CUBAN AIRSPACE WHILE DEVIATING AROUND WX.

Time

Date : 199909

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : JFK.Airport

State Reference : NY

Altitude.MSL.Single Value : 9000

Environment

Flight Conditions : IMC

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 5500

Experience.Flight Time.Last 90 Days : 225

Experience.Flight Time.Type : 775

ASRS Report : 449564

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : Supervisor

Function.Other Personnel : Dispatcher

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Company

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ACFT X, A BRITISH AEROSPACE JETSTREAM 31, WAS OPERATING AS FLT XXX FAR PART 121 SCHEDULED PAX OPS IAD TO JFK. ON CLBOUT FROM IAD PASSING BAL AT 9000 FT MSL, CREW ENCOUNTERED MODERATE TO SEVERE TURB. TURB PERSISTED UNTIL ABOUT 25 NM SE OF JFK. FORECAST CALLED FOR IMC, RAIN, LIGHT TO MODERATE TURB WITH CHANCE OF SEVERE TURB TO BE EXPECTED N OF ADVANCING HURRICANE. STORM CELLS WERE EASILY AVOIDED WITH INFLT RADAR, YET THERE WAS NO RELIEF FROM TURB. DURING THE FLT, MANY (OVER 50%) PAX EXPERIENCED AIRSICKNESS. CREW DISCUSSED RETURNING TO IAD DUE TO EXTREME PAX DISCOMFORT, YET ELECTED TO CONTINUE TO JFK AS FORECAST CALLED FOR IMPROVING CONDITIONS FURTHER N TOWARDS JFK AND WORSENING CONDITIONS AT IAD. 20 MINS PRIOR TO LNDG, CAPT EXPERIENCED AIRSICKNESS. AFTER VOMITING INTO COCKPIT MAP CASE, THE CAPT CLEANED UP AND AN UNEVENTFUL DSCNT, APCH AND LNDG IN IMC (200+ FT, 1/2 MI VISIBILITY, WIND 060 DEGS 15 KTS, GUSTING TO 25 KTS) WAS MADE BY FO ON JFK RWY 4R. AFTER LNDG, CAPT CALLED COMPANY DISPATCH TO BE RELIEVED OF DUTIES FOR A FEW HRS TO ENSURE AIRSICKNESS SYMPTOMS HAD PASSED. THE PERIOD OF INCAPACITATION WAS 3-5 MINS IN LEVEL CRUISE FLT. 2 HRS AFTER LNDG AT JFK THE COMPANY SUSPENDED FLT OPS DUE TO VIOLENT WX ENCOUNTERED BY CREWS AS A RESULT OF RAPIDLY ADVANCING HURRICANE. THIS CREW MEMBER FEELS FORECASTERS WERE SURPRISED BY THE HURRICANE'S RAPID ACCELERATION UP THE NE COAST OF THE UNITED STATES AND THEREFORE SEVERE WX ARRIVED 4-8 HRS IN ADVANCE OF ORIGINAL PREDICTIONS. CREW MEMBER ALSO FEELS DISPATCHERS WERE UNDERSTAFFED AND OVERWHELMED BY STORM AND WERE UNABLE TO PASS CRITICAL INFO TO FLCs IN A TIMELY MANNER. NOT A SINGLE MESSAGE WAS RECEIVED BY CREW FROM COMPANY DISPATCH ON ACARS. THIS FLT PROBABLY SHOULD HAVE NEVER LEFT IAD IN THE FIRST PLACE.

Synopsis :

AN ACR FLC FLYING A BA31 NEAR JFK EXPERIENCES EXTREME WX RESULTING IN THE PIC BECOMING TEMPORARILY INCAPACITATED.

Time

Date : 199909

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : ZAB.ARTCC

State Reference : NM

Altitude.MSL.Single Value : 21000

Environment

Flight Conditions : Mixed

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 17000

Experience.Flight Time.Last 90 Days : 150

ASRS Report : 450080

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Radar

Events

Anomaly.Airspace Violation : Entry

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

TUS DEP CTL CLRED OUR FLT TO DEVIATE FOR WX. DEP CTL HDOF TO ZAB LATE AND ZAB FREQ INCORRECT. ONCE CORRECT ZAB FREQ CONTACTED, ZAB CTLR ASKED US TO TURN N BECAUSE OF RESTR AIRSPACE PENETRATION. WE DECLINED AND SAID UNABLE DUE TO EXTENSIVE TSTM LINE. ZAB INSTRUCTED US TO SQUAWK EMER AND THEN HANDED OFF TO NEXT ZAB CTLR. WHEN ABLE, WE TURNED N TO CLR RESTR AIRSPACE.

Synopsis :

AN ACR FREIGHTER FLIES INTO A RESTR AREA UNDER ZAB CTL ON ACCOUNT OF TSTM ACTIVITY THAT PREVENTED ANY OPTION FOR A TURN TO THE N WHILE E OF TUS, AZ.

Time

Date : 199909

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MSP.Airport

State Reference : MN

Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : Mixed

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 17500

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 1800

ASRS Report : 450290

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Unable

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Weather

Narrative :

HDOF FROM MSP DEP CTL TO ZMP FREQ 134.85 WAS REQUESTED TO INCREASE AIRSPD TO 300 KTS ABOVE 10000 FT. I ADVISED UNABLE DUE TO TURB 250 KTS MAXIMUM TURB SPD. WE REQUESTED A HDG CHANGE FOR AVOIDANCE OF WX. WE WERE ONLY ALLOWED 10 DEGS CHANGE. WE REQUESTED HIGHER THAN 17000 FT AVOID MORE WX AND WERE HELD DOWN TO LOWER ALT, WHILE OTHER ACFT WERE CLRED TO HIGHER ALTS. WE LATER WERE CLRED TO FL210, STILL IN THE TSTM TOPS, REQUESTED HIGHER AND WAS GIVEN A TURN DIRECTLY INTO THE STORMS FOR OUR CLB. WE ADVISED UNABLE. I RPTED A PIREP OF MODERATE TURB AND ADVISED THE CTR NOT TO OPPOSE OUR EVERY REQUEST. SHE EXPLAINED THAT WE SHOULD ADVISE HER OF OUR SIT. I THOUGHT WE HAD WITH OUR PIREP AND 250 KTS SAYING IT WAS OUR MAXIMUM TURBULENT AIR PENETRATION SPD. (THIS ATC CTLR SHOULD UNDERSTAND THE RESTR AND LIMITATIONS OF TRANSPORT ACFT. SPACING IS IMPORTANT TO ATC FOR SAFETY. I UNDERSTAND THAT, THE WX ENVIRONMENT CAUSES PROBS FOR US ALL.)

Synopsis :

CAPT OF AN LGT BECAME UPSET WITH ARTCC CTLR SINCE HE COULD NOT OBTAIN HIGHER ALTS TO GET OUT OF TURB OF TSTMS.

Time

Date : 199909
Day : Sat
Local Time Of Day : 0601 To 1200

Place

State Reference : FO
Altitude.MSL.Bound Lower : 2000
Altitude.MSL.Bound Upper : 2500

Environment

Flight Conditions : IMC

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 14500
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 250
ASRS Report : 450480

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 3200
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 150
ASRS Report : 450704

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Radar

Events

Anomaly.Inflight Encounter : Turbulence
Anomaly.Inflight Encounter : Wake Turbulence
Anomaly.Inflight Encounter : Weather
Anomaly.Other Anomaly : Speed Deviation
Anomaly.Other Anomaly : Unstabilized Approach
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolutory Action.Flight Crew : Executed Missed Approach
Resolutory Action.Controller : Issued Advisory
Resolutory Action.Controller : Issued New Clearance
Resolutory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Environmental Factor
Problem Areas : Weather

Narrative :

ON A COUPLED APCH TO RWY 25L IN HONG KONG DURING TROPICAL STORM. MY FIRST TIME TO THIS ARPT AND AFTER FLYING 8 HRS FROM OMFJ. ABOUT 8-10 MI, WE RPTD TO APCH THAT WE WERE IN MODERATE TO SEVERE TURB (WOULD HAVE LOVED AN OPTION OF DISCONTINUING THE APCH). ABOUT 6-8 MI OUT, LEAVING 2500 FT, THE AUTOPLT WAS OVERCTLING, STILL SEVERE TURB, AND FOR SAFETY REASONS I DISCONNECTED THE AUTOPLT AND STOPPED THE DSCNT AND NOTIFIED APCH THAT I WANTED VECTORS OUT OF THERE. I HAD TERRAIN TO MY L AND FIGURED THE SEVERE WX WAS TAKING ME IN THAT DIRECTION. RELUCTANTLY GAVE ME A HDG OF 270 DEGS. BUT THAT HDG SEEMED NOT GOOD ENOUGH, SO I TOLD THEM I WAS CONTINUING TO CLB ABOVE THE INITIAL MISSED APCH ALT OF 2000 FT UP TO 3500 FT, THEN THEY CLRED ME TO 4000 FT. NO WARNING LIKE GPWS OR WINDSHEAR BY THE ACFT. WE WERE VECTORED OUT AND THEN LATER TRIED ANOTHER APCH. LANDED OK, BUT WAS INFORMED BY TWR TO PHONE THEM. I DID, AND THEY EXPRESSED THEY DID NOT LIKE ME DOING THE PUBLISHED MISSED APCH. I FIGURED THAT MY SIT WARRANTED DIFFERENT MEASURES TO KEEP A BAD SIT FROM GETTING WORSE.

Synopsis :

B747-100 ABANDONS A COUPLED APCH INTO HONG KONG WITH TURB AND WIND GUSTS.

Time

Date : 199910

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : PIE.Airport

State Reference : FL

Altitude.MSL.Bound Lower : 10000

Altitude.MSL.Bound Upper : 12000

Environment

Flight Conditions : IMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 18036

Experience.Flight Time.Last 90 Days : 140

Experience.Flight Time.Type : 2150

ASRS Report : 450932

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Person / 4

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolutory Action.Flight Crew : Declared Emergency

Resolutory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ARRIVING TPA ON THE DARBS 1 ARR WITH CLRNC TO DEVIATE AS REQUIRED. WE WERE WORKING OUR WAY THROUGH CLOSELY SPACED CUMULO NIMBUS. ZJX CHANGED OUR ARR TO THE BLOND 2. AT THE TIME WE WERE VERY BUSY. I HAD DISENGAGED THE AUTOPLT TO GET MORE BANK ANGLE (30 DEGS) AND TURN RATE TO MANEUVER THROUGH TIGHTLY SPACED CELLS. THE FO WAS GETTING ALTERNATE WX (ORL) AS THE WX WAS DETERIORATING AT TPA. WE HAD JUST PASSED BTWN 2 CELLS ON A SE HDG WHEN ZJX REQUESTED WE TURN IMMEDIATELY BACK TOWARDS BLOND INTXN. A TURN IN EITHER DIRECTION WOULD HAVE PUT US INTO THE CELLS WE HAD JUST PASSED BTWN. THE CTLR THEN REQUESTED WE SQUAWK EMER AND INFORMED US WE WERE CONFLICTING WITH OTHER ARRS. NO ACFT WERE VISIBLE ON TCASII ON THE 20 NM SCALE AND WE WERE UNAWARE OF ANY ACFT AFFECTED BY OUR DEV. ZJX TURNED US OVER TO TPA APCH FOR A NORMAL RECOVERY. IT SEEMS IN RECENT YRS AS THE SYS HAS BECOME MORE COMPLEX (MORE ARRS AVAILABLE, MORE ACFT IN SYS) THAT CTLRS OFTEN CHANGE CLRNCS IN HIGH WORKLOAD SITS WITHOUT REGARD TO THE ADDITIONAL DEMANDS IT PLACES ON THE COCKPIT CREWS. THEY ASSUME THAT BECAUSE IT IS CHARTED, THAT IT IS DOABLE -- RIGHT NOW. THAT'S NOT ALWAYS THE CASE, AS IS SHOWN BY THE ABOVE INCIDENT.

Synopsis :

ARTCC REQUESTS ACR TO SQUAWK EMER WHEN THEY ARE UNABLE TO FLY NEW CLRNC BECAUSE OF WX.